Federal Transit Administration

1998 National Transit Database

National Transit Summaries and Trends

CAUTION: Extensive efforts have been made to assure the quality of information contained in this report. It is impossible, however, to achieve complete accuracy and consistency of the reported data. In addition, the reported data do not include all relevant information generally necessary to explain apparent differences in performance (e.g., information related to work rules, topography, climate, and unusual events such as strikes and service start-ups). Users of this report, therefore, should be careful not to draw unwarranted conclusions based solely on the data contained herein.

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http://www.fta.dot.gov

or

visit the National Transit Database web site:

http://www.NTDProgram.com

Introduction

General Information

Welcome to the National Transit Summaries and Trends (NTST), a portion of the Federal Transit Administration's (FTA) annual report. The goal for the NTST is to summarize transit data in an easy to read format and layout. The 1998 NTST discusses data collected between 1991 and 1998.

On an average weekday, the nation's transit system carries 27.1 million riders (unlinked passenger trips). There were 8.1 billion riders in 1998.

Transit Modes

The NTST presents aggregate transit operating statistics by mode. Fifteen transit modes are included in the National Transit Database, but for this publication statistics are presented for the predominant ones: Bus, Heavy Rail, Light Rail, Commuter Rail, Demand Response and Vanpool. These modes provided the most transit service and change over the time frame considered, 1991 through 1998. The remaining modes are combined in the single category "other".

Transit modes include the following:

Bus

The most common form of mass transit service provided throughout the U.S. Buses (Class A (>35 seats), Class B (25-35 seats) or Class C (<25 seats)) operate on fixed routes and schedules over existing roadways. Buses must be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions.

Commuter Rail

Local (short-distance) travel operating between a central city and adjacent suburbs. Service is provided on regular schedules moving commuters within urbanized areas, or between urbanized areas and outlying areas. Multi-trip tickets and specific station-to-station fares characterize commuter rail service, with one or two stations in the central business district.

Demand Response

Service (passenger cars, vans or Class C buses) is provided upon request to pick up and transport passengers to and from their destinations. Typically, a vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may be interrupted en route to these destinations to pick up other passengers.

Heavy Rail

Heavy rail service is characterized by high-speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed electric rails; separate rights-of-way from which all other traffic is excluded; sophisticated signaling, high platform loading and a heavy passenger volume.

Light Rail

Light rail is an electric railway with a lighter passenger volume compared to heavy rail. Passenger cars operating singly (or in short, two-car trains) on fixed rails in shared or exclusive right-of-way, low or high platform loading characterizes light rail service. The vehicle's power is drawn from an overhead electric line.

Vanpool

Service operating under a ride sharing arrangement providing transportation to individuals traveling directly between their homes and a regular destination. The vehicles (vans, class C buses, and other vehicles) must have a minimum seating capacity of seven. Vanpool(s) must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions; be open to the public; availability must be advertised; and the service must be operated by a public entity or a public entity must own, purchase, or lease the vehicle(s).

Rounding and Inflation

Rounding may lead to minor variation in total values from one table to another for similar data or may lead to instances where percentages may not add to 100.

All dollar amounts are the actual figures reported and have not been corrected to reflect inflation for the timeframe considered (21.8 percent from 1991 through 1998).

Web Information

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Transit in the U.S.

Number of Transit Agencies

Concepts

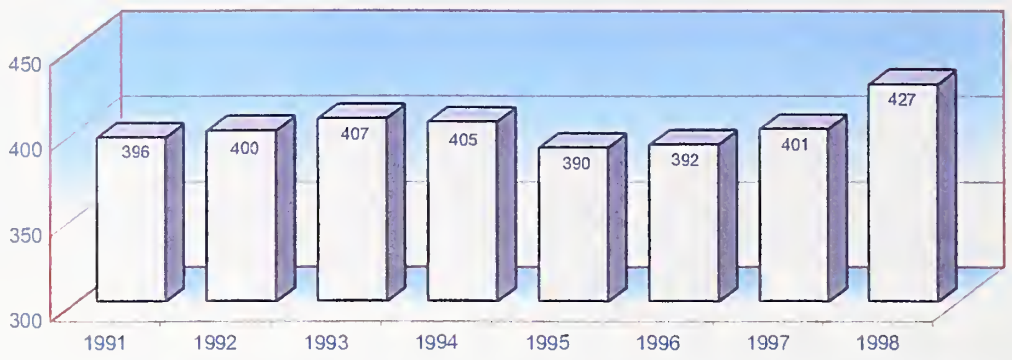
Transit agencies that receive or benefit from the Federal Transit Urbanized Area Formula Program funds (capital or operating) are required to report selected transit data to the National Transit Database (NTD). Agencies not benefiting from these funds are also encouraged to submit data, thereby providing a more complete picture of public transit throughout the U.S. Data reported include financial (capital and operating) data and non-financial operating statistics by mode. A total of 569 agencies reported data in 1998.

Comments

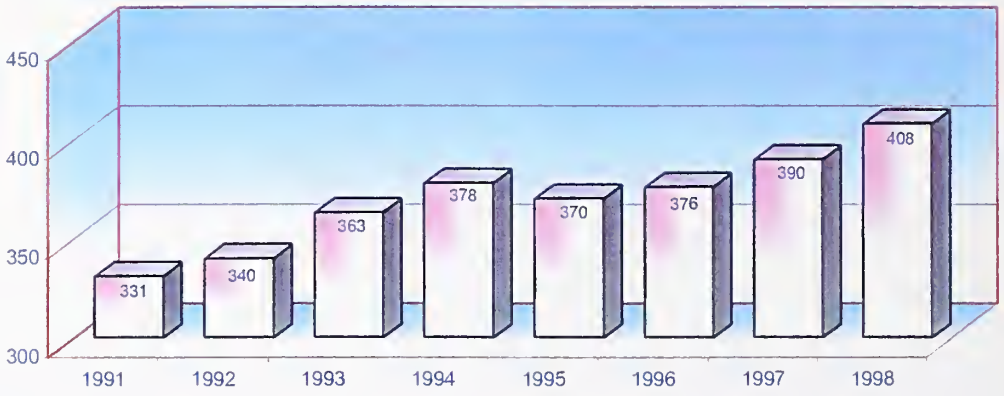
NTD collects data for 15 different modes. Light Rail, Demand Response and Vanpool show the most significant increases in service over the last 8 years.

- Light Rail—from 15 systems in 1991 to 20 in 1998.
- Demand Response—over 23 percent during the same period. Reflecting the need of providing special transit services for the elderly and people with disabilities.
- Vanpool—over 50 percent. Benefiting from the expansion and extension of controlled access rights-of-ways (high occupancy vehicle (HOV) lanes) in the nations largest urban areas.

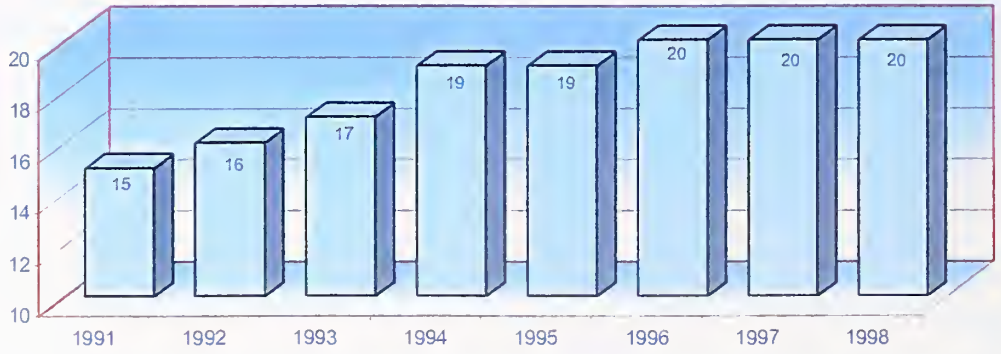
Number of Agencies Reporting - Bus 1991 - 1998



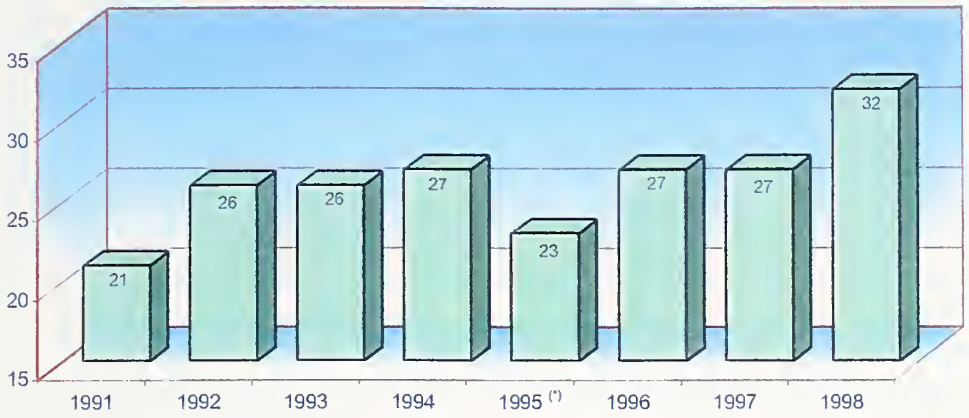
Number of Agencies Reporting - Demand Response 1991 - 1998



Number of Agencies Reporting - Light Rail 1991 - 1998



Number of Agencies Reporting - Vanpool 1991 - 1998



(*) Decrease due to serveral report deletions in that year

Number of Agencies Reporting Transit Data by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	396	16	331	12	15	21	24
1992	400	16	340	13	16	26	26
1993	407	17	363	14	17	26	26
1994	405	17	378	14	19	27	28
1995	390	15	370	14	19	23	28
1996	392	15	376	14	20	27	28
1997	401	16	390	14	20	27	26
1998	427	16	408	14	20	32	28
% Change	7.8%	0.0%	23.3%	16.7%	33.3%	52.4%	16.7%

Vehicle Revenue Miles

Concepts

Vehicle Revenue Miles are the miles a vehicle travels while in revenue service. A transit vehicle is in revenue service when the vehicle is available to the public with the expectation of carrying passengers. Passengers either: pay fares, are subsidized by public policy, or provide payment through some contractual agreement. Deadhead travel is not included in vehicle revenue miles. (Deadhead mileage is the mileage a transit vehicle travels while not in revenue service. This includes leaving or returning to the garage or yard, or changing routes.)

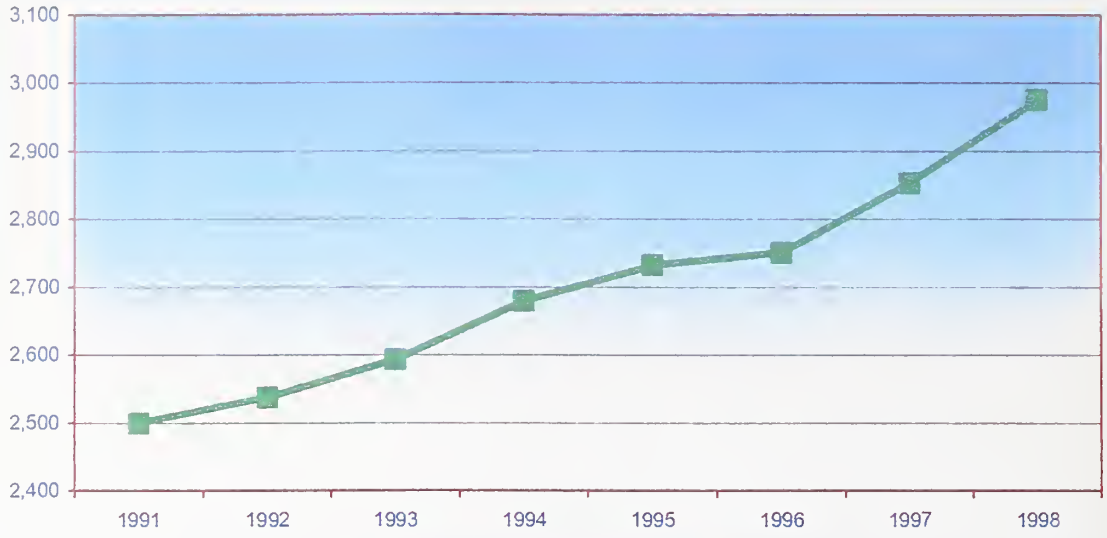
Comments

Service supplied increased by nearly 19 percent between 1991 – 1998. The three modes with the most significant increases and accounting for most of the overall increase in service over the last 8 years are:

- Vanpool—384 percent
- Demand Response—109 percent
- Light Rail—59 percent

Note: In 1995, several reports were deleted. Therefore, Vanpool data are understated.

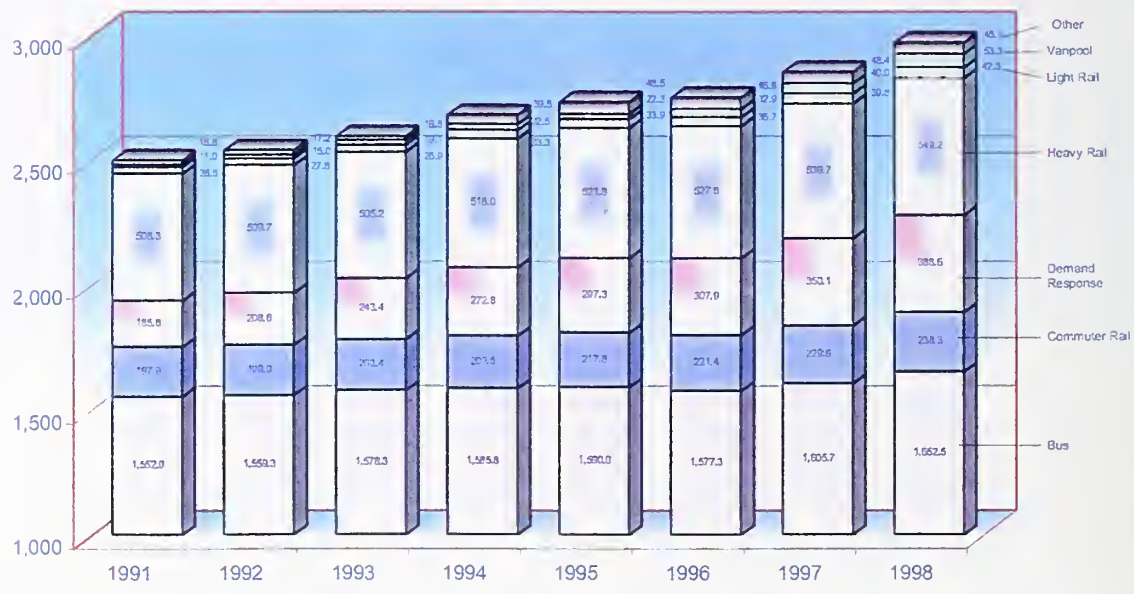
Vehicle Revenue Miles (Millions) 1991 – 1998



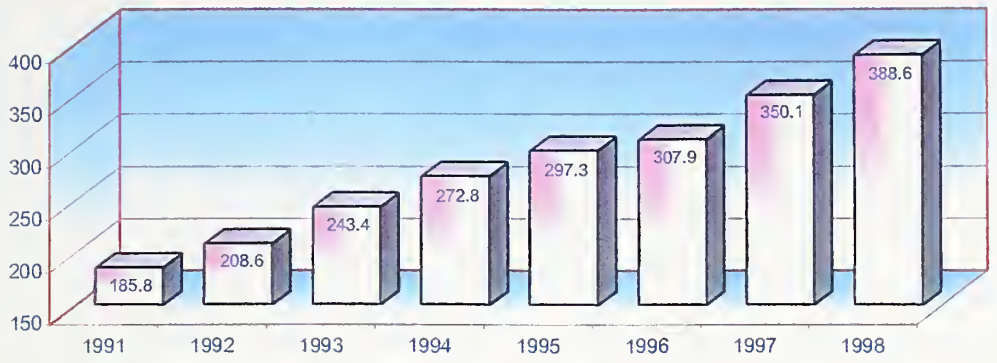
Vehicle Revenue Miles (Millions) 1991 – 1998

Year	Vehicle Revenue Miles (Millions)
1991	2,499.3
1992	2,537.5
1993	2,593.2
1994	2,679.5
1995	2,732.4
1996	2,750.6
1997	2,853.3
1998	2,970.4
% Change	18.8%

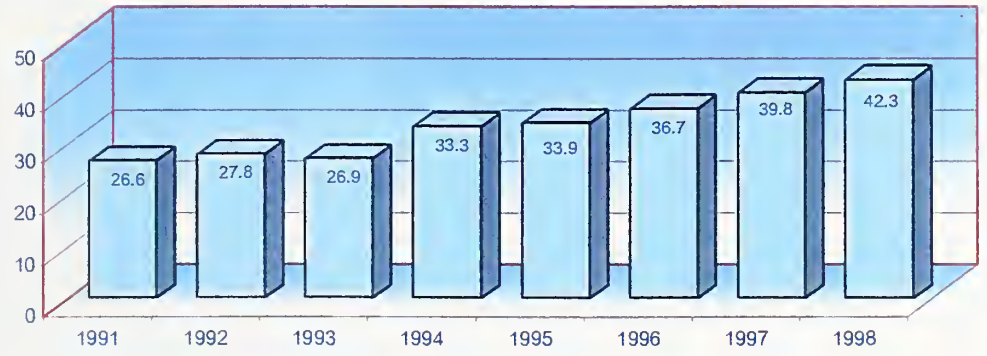
Vehicle Revenue Miles (Millions) by Mode 1991 – 1998



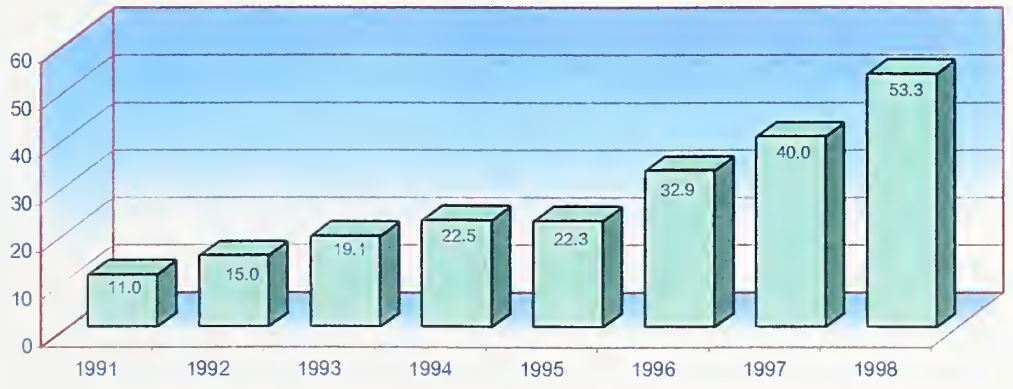
Vehicle Revenue Miles (Millions) - Demand Response 1991 - 1998



Vehicle Revenue Miles (Millions) - Light Rail 1991 - 1998



Vehicle Revenue Miles (Millions) - Vanpool 1991 - 1998



Unlinked Passenger Trips

Concepts

Unlinked passenger trips are equal to the number of passengers who board public transportation vehicles. Each time a passenger boards a vehicle they are counted, even if the passenger gets on and off transit vehicles several times during their individual trip (origin to destination).

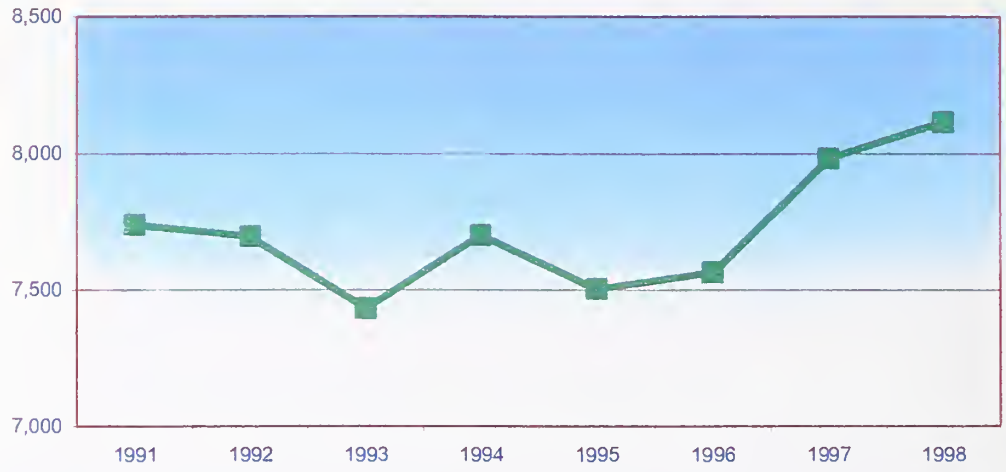
Comments

Unlinked passenger trips increased about five percent between 1991 – 1998. The three modes showing the most significant increases in service over the last 8 years are:

- Vanpool—251 percent
- Demand Response—56 percent
- Light Rail—49 percent

Note: In 1995 several reports were deleted, therefore, Vanpool data are understated.

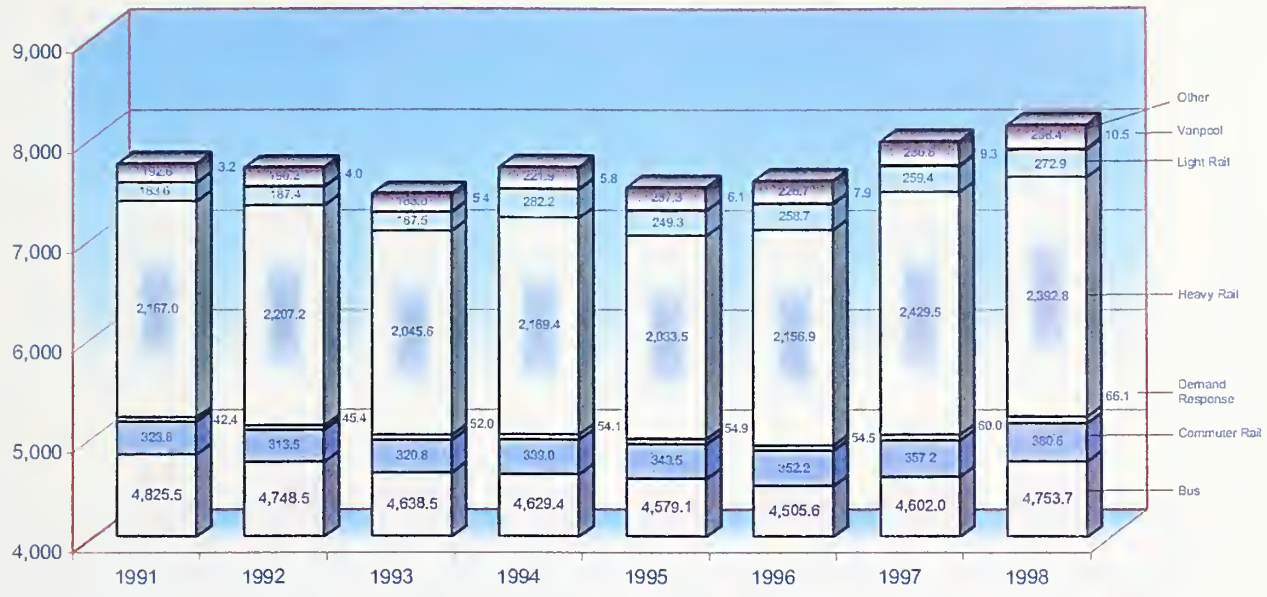
Unlinked Passenger Trips (Millions) 1991 - 1998



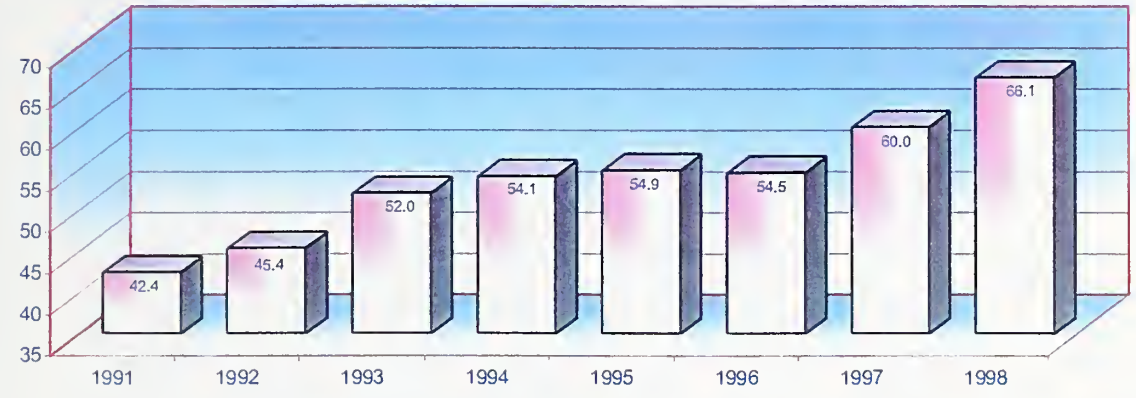
Unlinked Passenger Trips

Year	Unlinked Passenger Trips (Millions)
1991	7,738.1
1992	7,696.2
1993	7,432.7
1994	7,701.6
1995	7,503.7
1996	7,564.6
1997	7,954.2
1998	8,115.1
% Change	4.9%

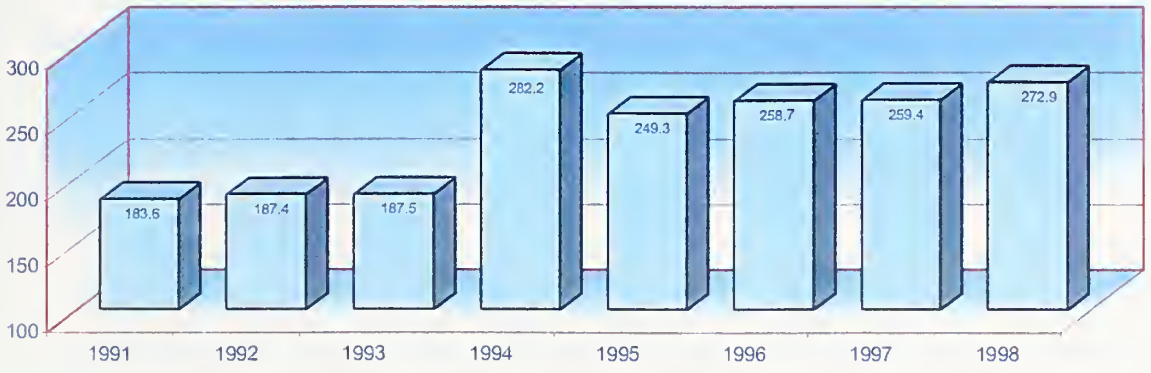
Unlinked Passenger Trips (Millions) by Mode 1991 – 1998



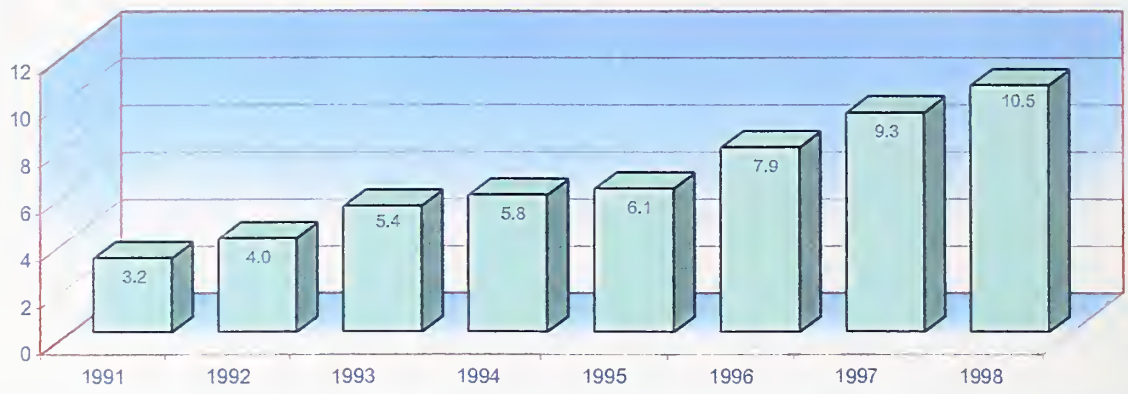
Unlinked Passenger Trips (Millions) - Demand Response 1991 - 1998



Unlinked Passenger Trips (Millions) - Light Rail 1991 - 1998



Unlinked Passenger Trips (Millions) - Vanpool 1991 - 1998



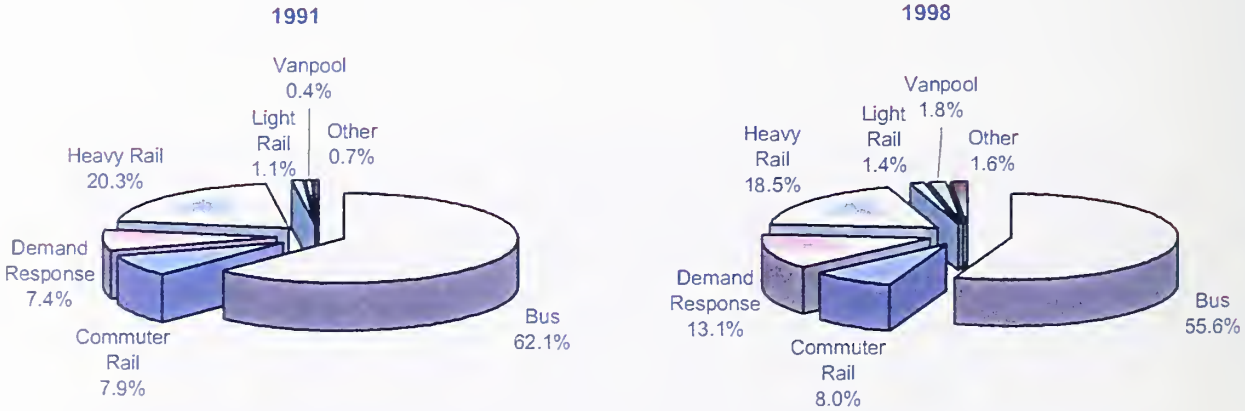
Distribution of Vehicle Revenue Miles with Unlinked Passenger Trips

Comments

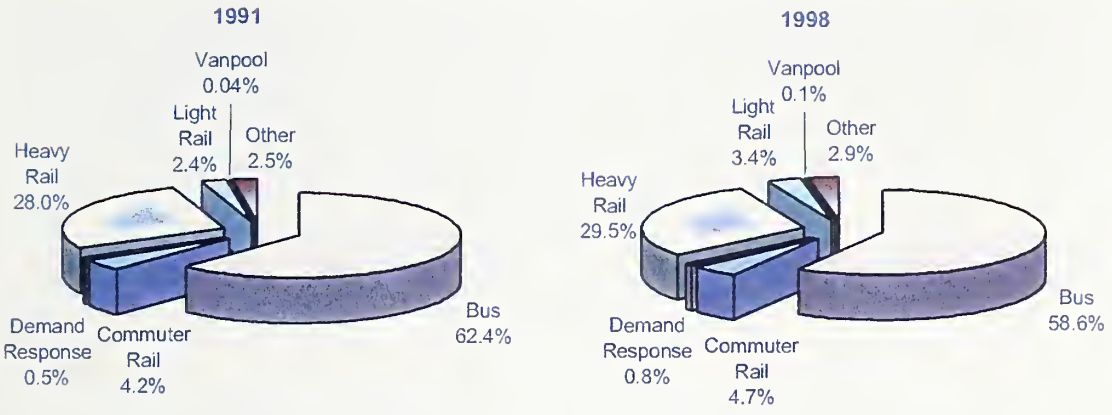
Demand Response's vehicle revenue mile share increased from 7 percent in 1991 to 13 percent in 1998, while Bus decreased from 62 percent to 56 percent. This occurred while Demand Response's share of unlinked passenger trips remained stable, illustrating the low-capacity nature of this service. It is designed to serve the special needs of the elderly and persons with disabilities.

Bus share of unlinked passenger trips decreased from 63 percent in 1991 to 59 percent in 1998 closely following the increase in the share for rail modes.

Distribution of Vehicle Revenue Miles



Distribution of Unlinked Passenger Trips



Relative Impact on the Data by UZA Size Group

Concepts

Urbanized areas (UZAs) are geographic areas defined by the U.S. Census that have populations of 50,000 or more. According to the 1990 U.S. Census, there are 405 UZAs. For NTD purposes the NTST groups UZAs by three size categories:

- UZAs with a population over 1 million (34 UZAs—199 agencies or 35% of all agencies reporting)
- UZAs with a population of less than 1 million and more than 200,000 (91 UZAs—119 agencies or 21% of all agencies reporting)
- UZAs with a population of less than 200,000 and more than 50,000 (280 UZAs—252 agencies or 44% of all agencies reporting)

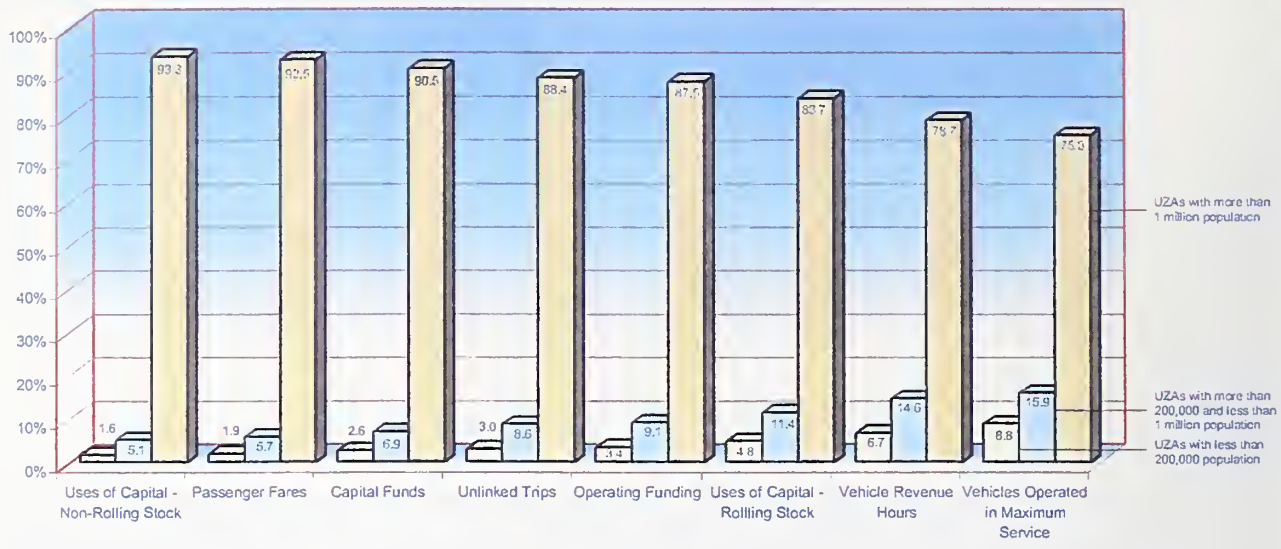
Comments

NTD data are highly concentrated in large UZAs. Those items most heavily concentrated in large areas are:

- Capital investments in facilities and others—94 percent
- Passenger fares—93 percent
- Passenger miles—91 percent
- Unlinked passenger trips—88 percent

Large UZAs are less dependent on spending subsidies than small- and medium-sized areas. This is evident when comparing operating funds applied (87.5 percent) to the percentage of fares (92.5 percent) for large urbanized areas.

Relative Impact of the Data by UZA Size Group – 1998



Operating Costs and Performance Measures

Operating Expenses

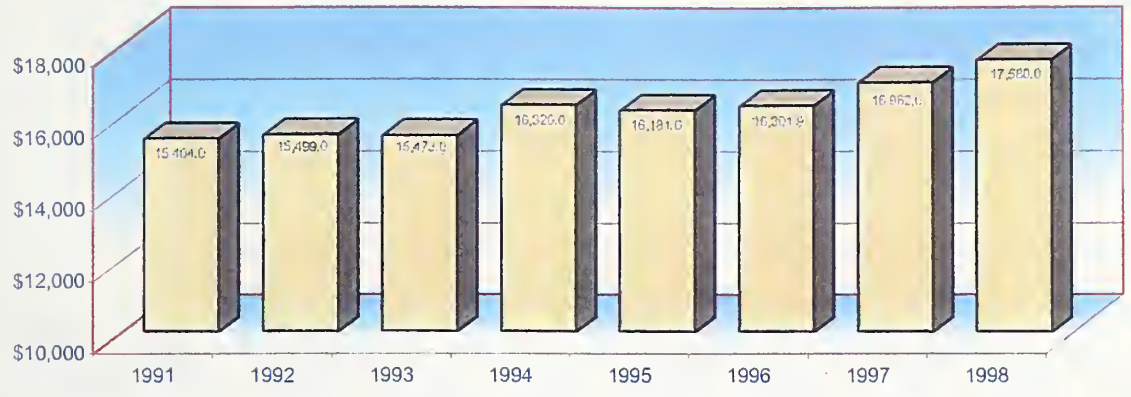
Concepts

Operating Expenses are the expenses associated with the operation (vehicle operations, maintenance, and administration) of mass transportation by transit agencies. Reconciling items are expenses where accounting practices vary in the way transit agencies handle them due to local requirements. The NTST excludes reconciling items such as depreciation, interest expenses, leases, and rentals.

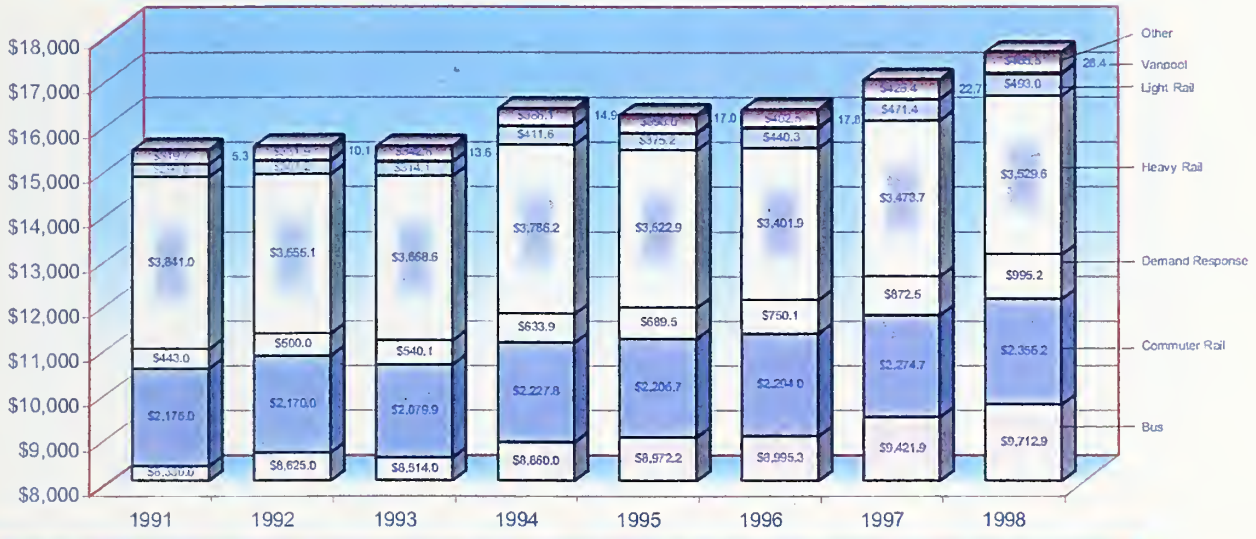
Comments

Operating expense increased (14.1 percent) at a rate smaller than inflation (21.8 percent) between 1991 and 1998. The modes with the highest increases are Light Rail, Demand Response and Vanpool. These increases reflect the addition of new systems over the last eight years.

Total Operating Expense (Millions) 1991 – 1998



Operating Expense (Millions of Dollars) by Mode 1991 – 1998



Operating Expense by Function and Object Class

Concepts

Operating expense data are reported by mode, function, and object class. Function refers to the activity performed or cost center of a transit agency. There are four functions:

- Vehicle operations
- Vehicle maintenance
- Non-vehicle maintenance
- General administration

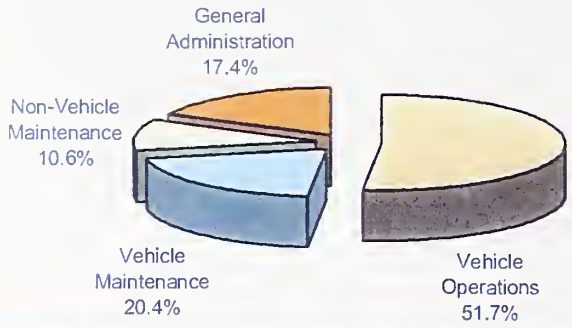
Object class refers to grouping of expenses on the basis of goods or services purchased.

Comments

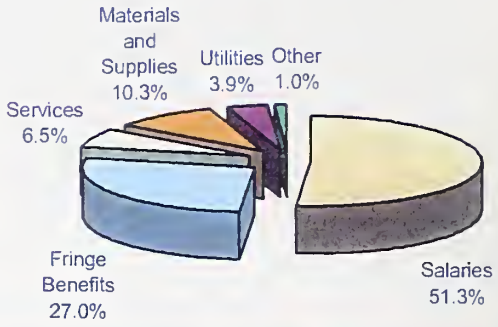
- The transit industry is labor-intensive. Salaries, wages, and fringe benefits account for 78 percent of total directly operated expenditures.
- Over 50 percent of total expenses are devoted to vehicle operations.

Operating Expense – 1998

Operating Expense by Function



Operating Expense by Object Class - Directly Operated Service



Cost Effectiveness (Operating Expense per Unlinked Passenger Trips)

Concepts

Cost effectiveness is the relationship between service inputs and service consumption.

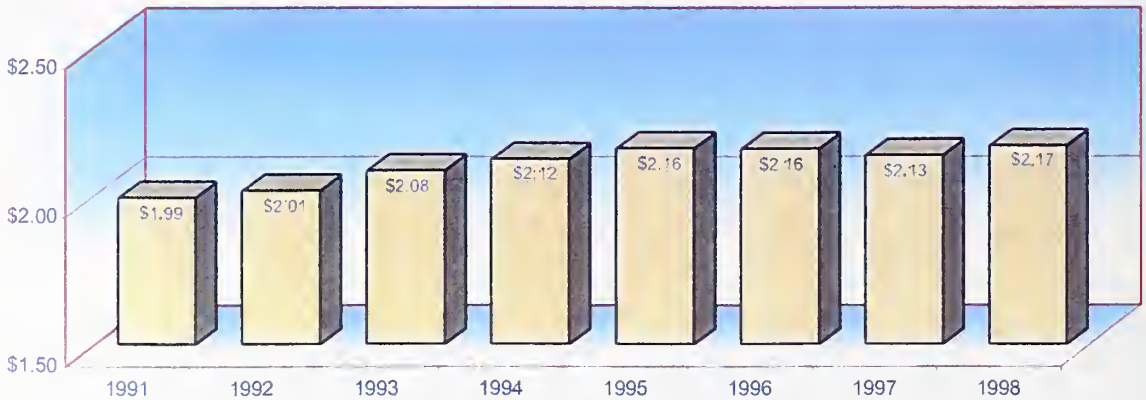
Service Input: This is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples of service input statistics include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance, or administration), capital investment (number of vehicles or peak vehicle requirement), and energy utilization (fuel cost or volume).

Service Consumption: The amount of service used by the public expressed in either monetary or non-monetary terms. Examples include passengers (total, revenue and special groups), passenger miles and operating revenue (total and passenger).

Comments

Cost effectiveness increased (9 percent) at a rate lower than inflation (21.8 percent). This is a result of both more efficient operations and increased ridership.

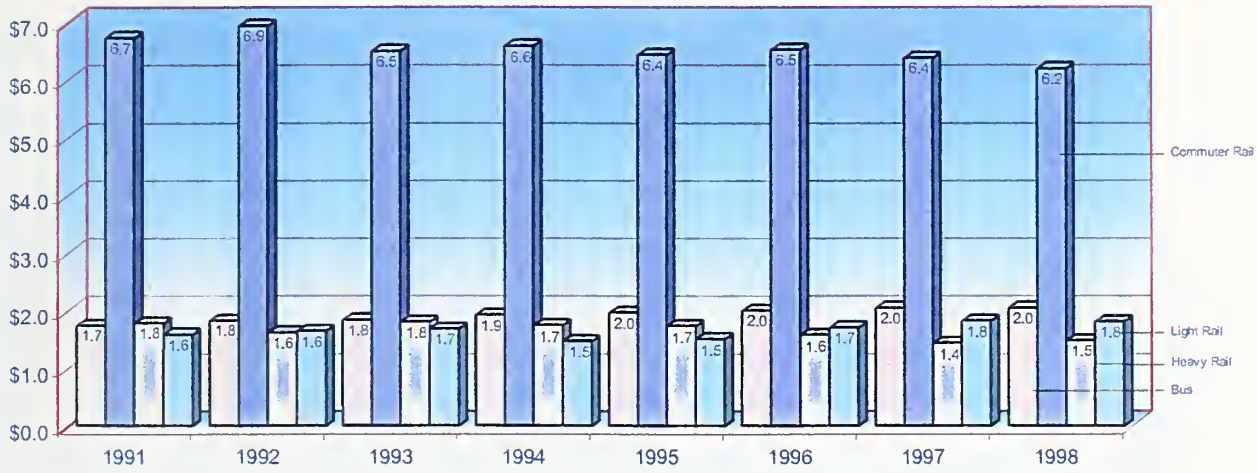
Operating Expense per Unlinked Passenger Trip 1991 – 1998



Operating Expense per Unlinked Passenger Trip 1991 – 1998

Year	Operating Expense (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense per Unlinked Passenger Trip
1991	$15,404.0	7,738.1	$1.99
1992	$15,499.0	7,696.2	$2.01
1993	$15,473.0	7,432.7	$2.08
1994	$16,320.0	7,701.6	$2.12
1995	$16,181.6	7,503.7	$2.16
1996	$16,301.9	7,564.6	$2.16
1997	$16,962.0	7,954.2	$2.13
1998	$17,580.0	8,115.1	$2.17
% Change	14.1%	4.9%	8.8%

Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1991 – 1998



Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

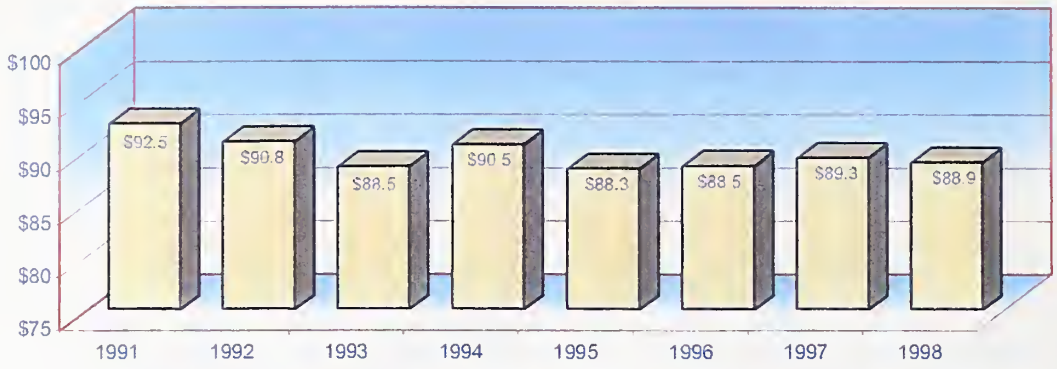
Cost efficiency is the relationship between service inputs and service outputs.

Service Output: This is the quantity of service produced by a transit operator, expressed in non-monetary terms. Examples of this type of statistic include vehicle hours (total and revenue hours), vehicle miles (total and revenue miles), capacity miles (total and revenue capacity miles), service reliability (miles between mechanical failure), and service safety (number of accidents).

Comments

Cost efficiency decreased four percent between 1991 and 1998 without inflation factored into the rate.

Total Operating Expense per Vehicle Revenue Hour 1991 – 1998



Operating Expense per Vehicle Revenue Hour 1991 – 1998

Year	Operating Expense	Vehicle Revenue Hours	Operating Expense per Vehicle Revenue Hour
1991	$15,404.0	166.5	$92.5
1992	$15,499.0	170.7	$90.8
1993	$15,473.0	174.9	$88.5
1994	$16,320.0	180.3	$90.5
1995	$16,181.6	183.3	$88.3
1996	$16,301.9	184.1	$88.5
1997	$16,962.0	189.9	$89.3
1998	$17,580.0	197.8	$88.9
% Change	14.1%	18.8%	-3.9%

Service Effectiveness

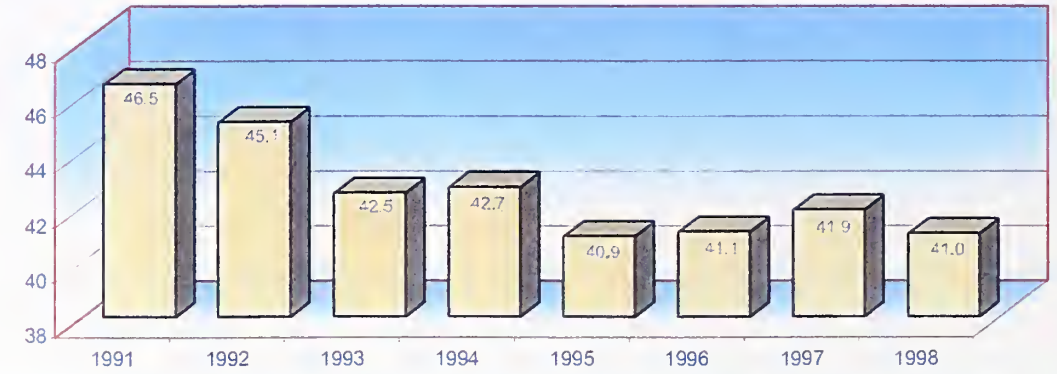
Concepts

Service effectiveness is the relationship between service outputs and service consumption.

Comments

Service effectiveness decreased between 1991 and 1998. This resulted from the large expansion of Demand Response service that carries fewer passengers per hour or vehicle than other transit service modes, and even though there was an overall increase in transit ridership.

Unlinked Passenger Trip per Vehicle Revenue Hour 1991 – 1998



Unlinked Passenger Trip per Vehicle Revenue Hour 1991 – 1998

Year	Unlinked Passenger Trips (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trip per Vehicle Revenue Hour
1991	7,738.1	166.5	46.5
1992	7,696.2	170.7	45.1
1993	7,432.7	174.9	42.5
1994	7,701.6	180.3	42.7
1995	7,503.7	183.3	40.9
1996	7,564.6	184.1	41.1
1997	7,954.2	189.9	41.9
1998	8,115.1	197.8	41.0
% Change	4.9%	18.8%	-11.7%

Quality of Transit Service

Safety

Accidents per Million Passenger Miles

Concepts

Accidents are collisions, derailments, personal casualties, and non-arson fires that result in transit property damage. The damage must be greater than $1,000 (per incident), or result in injuries or fatalities to be reported. In addition, only accidents that occur on transit property or involve transit vehicles are reported.

Passenger miles are the cumulative miles traveled by passengers.

Comments

Accidents per million passenger miles decreased 37 percent between 1991 and 1998 across all modes. This resulted from a decrease in the number of accidents with an increase in passenger miles.

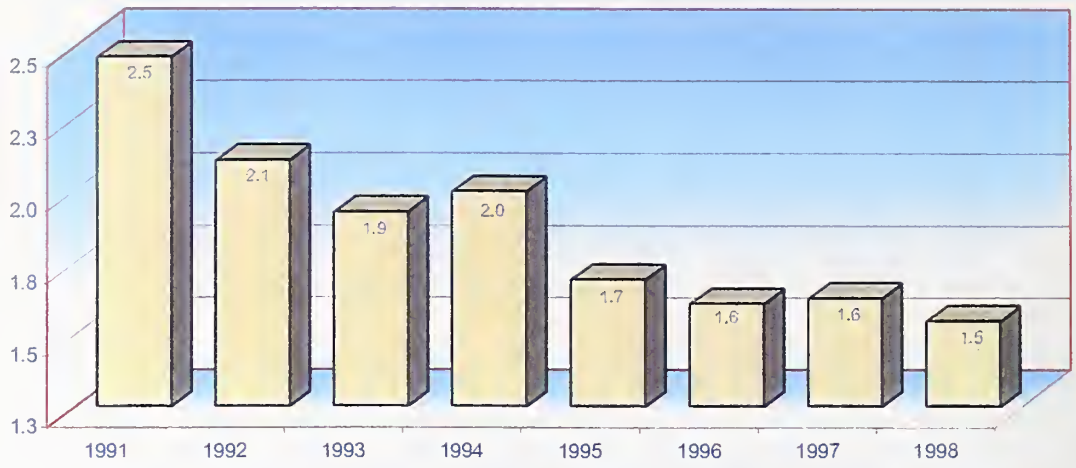
Light Rail showed the most significant decrease—61 percent. To some extent, this is due to the expansion of Light Rail systems between 1991 and 1998. These new systems incorporated many enhanced safety features.

Commuter rail is the mode with the smallest rate of accidents per million passenger miles. This is due in part to its longer average trip length.

Notes:

a) Data for 1991 - 1994 available for directly operated service only.
b) Accident categories were expanded in 1995 to include personal casualties at parking facilities and in rights-of way.
c) The $1000 property damage threshold has not changed since 1991.

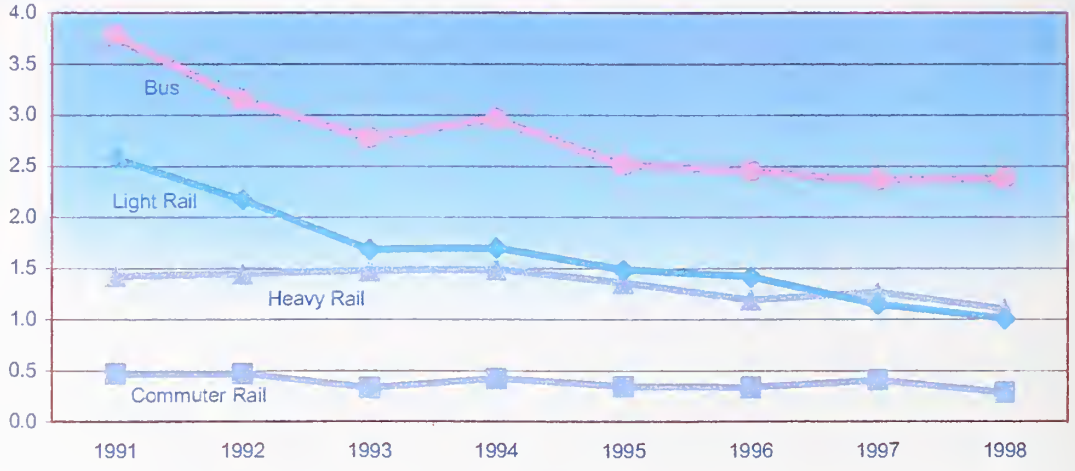
Accidents per Million Passenger Miles 1991 – 1998



Accidents per Million Passenger Miles 1991 – 1998

Year	Accidents	Passenger Miles (Millions)	Accidents per Million Passenger Miles
1991	89,014	36,173.0	2.5
1992	74,996	35,645.0	2.1
1993	66,234	34,422.9	1.9
1994	71,329	35,758.7	2.0
1995	64,213	37,970.6	1.7
1996	62,689	38,984.1	1.6
1997	65,352	40,180.2	1.6
1998	64,429	41,605.0	1.5
% Change	-27.6%	15.0%	-37.1%

Accidents per Million Passenger Miles by Mode 1991 – 1998



Accidents per Million Passenger Miles by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1991	3.8	0.5	14.3	1.4	2.6	3.1
1992	3.1	0.5	10.0	1.4	2.2	2.2
1993	2.8	0.3	7.7	1.5	1.7	2.4
1994	3.0	0.4	8.0	1.5	1.7	3.5
1995	2.5	0.3	4.6	1.4	1.5	1.3
1996	2.4	0.3	6.9	1.2	1.4	1.0
1997	2.4	0.4	6.3	1.3	1.1	1.1
1998	2.4	0.3	7.5	1.1	1.0	0.9
% Change	-37.2%	-38.4%	-47.9%	-22.6%	-60.9%	-70.5%

Injuries per Million Passenger Miles

Concepts

Injuries are any physical damage or harm to a person requiring medical treatment. This includes physical damage or harm reported at the time and place of occurrence. Reporting categories are:

- Passengers—a person who intends to use or has used the transit system and is on property under control of the transit system, within the limits of the local law.
- Employees—an individual who is compensated by the transit agency and whom the agency reports under labor expenses.
- Others—an individual who is neither a passenger nor employee of the transit agency.

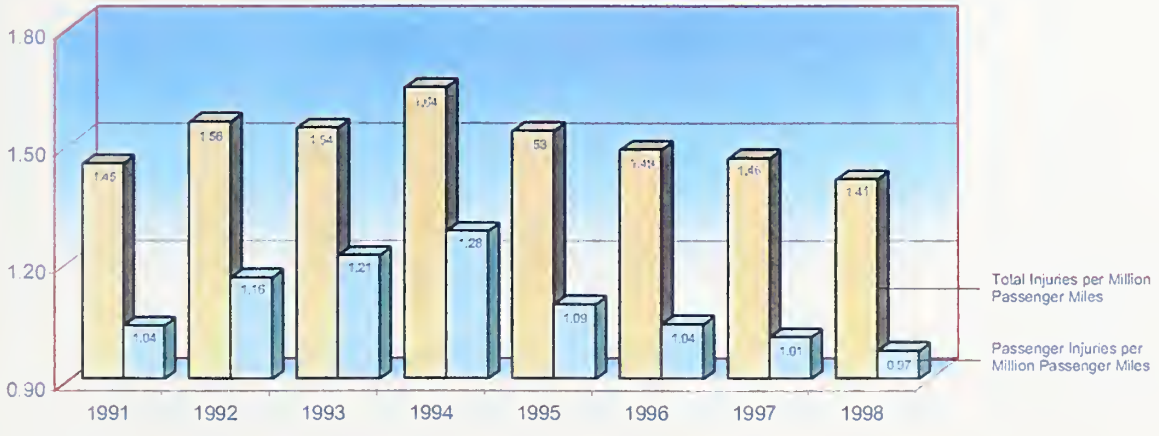
Comments

Total injuries per million passenger miles remained relatively stable between 1991 and 1998. By contrast, passenger injuries per million passenger miles decreased more than six percent during the period. This decrease was evident across all modes, except Bus and Heavy Rail. Commuter Rail decreased by over 60 percent while Light Rail and Demand Response decreased by 37 and 29 percent respectively.

Notes:

a) Data for 1991 - 1994 available for directly operated service only.
b) Accident categories were expanded in 1995 to include personal casualties at parking facilities and in rights-of way.

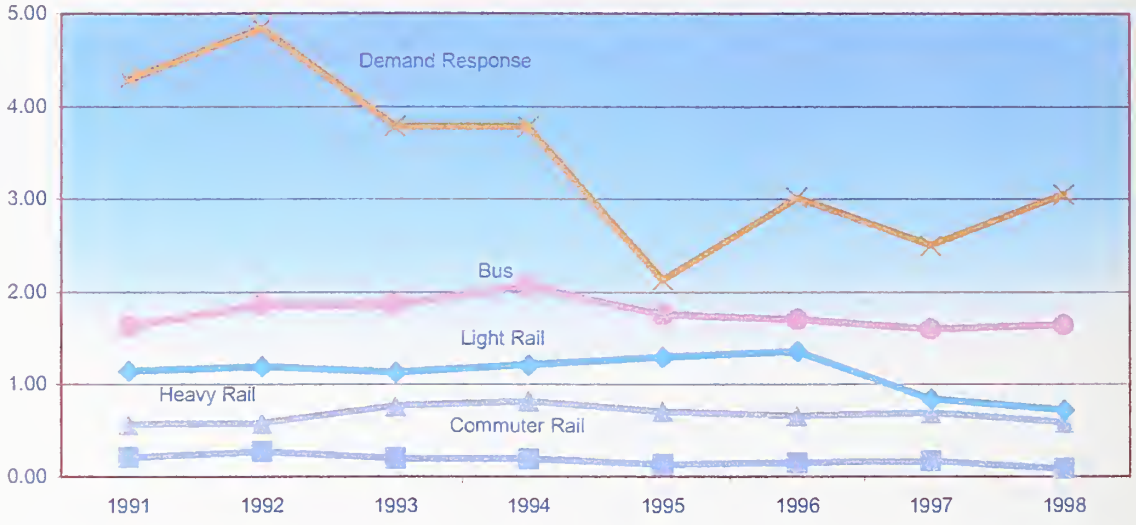
Injuries per Million Passenger Miles 1991 – 1998



Injuries per Million Passenger Miles 1991 – 1998

Year	Passenger Injuries	Total Injuries	Passenger Miles (Millions)	Passenger Injuries per Million Passenger Miles	Total Injuries per Million Passenger Miles
1991	37,464	52,465	36,173.0	1.04	1.45
1992	41,293	55,483	35,645.0	1.16	1.56
1993	41,823	53,057	34,422.9	1.21	1.54
1994	45,664	58,794	35,758.7	1.28	1.64
1995	41,396	58,212	37,970.6	1.09	1.53
1996	40,540	57,942	38,984.1	1.04	1.49
1997	40,441	58,814	40,180.2	1.01	1.46
1998	40,389	58,657	41,605.0	0.97	1.41
% Change	7.8%	11.8%	15.0%	-6.3%	-2.8%

Passenger Injuries per Million Passenger Miles by Mode 1991 – 1998



Passenger Injuries per Million Passenger Miles by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1991	1.62	0.21	4.29	0.56	1.14	1.10
1992	1.86	0.27	4.85	0.58	1.19	1.37
1993	1.87	0.20	3.80	0.76	1.13	1.32
1994	2.06	0.19	3.79	0.82	1.21	1.19
1995	1.76	0.13	2.13	0.71	1.29	1.03
1996	1.70	0.15	3.02	0.66	1.35	0.67
1997	1.59	0.17	2.50	0.69	0.84	0.68
1998	1.64	0.08	3.06	0.59	0.72	0.62
% Change	1.4%	-60.2%	-28.8%	4.1%	-36.9%	-43.7%

Fatalities per Million Passenger Miles

Concepts

A fatality is defined as a death confirmed within 30 days following an accident.

Comments

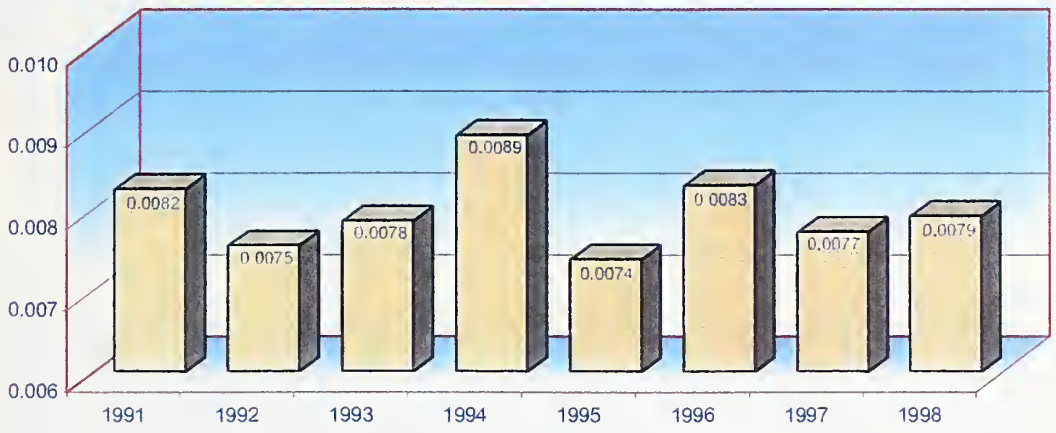
Total fatalities per million passenger miles remained stable over the 1991 to 1998 period. However, passenger fatalities per million passenger miles decreased over 47 percent. Though passenger fatalities represent 58 percent of the total in 1991, this number decreased to 32 percent in 1998. This indicates that the majority of victims in transit-related accidents are non-passengers.

Heavy Rail shows a decreasing trend during the period. Overall, rail modes experienced a decrease of over 60 percent.

Notes:

a) Data for 1991 - 1994 available for directly operated service only.
b) Accident categories were expanded in 1995 to include personal casualties at parking facilities and in rights-of way.

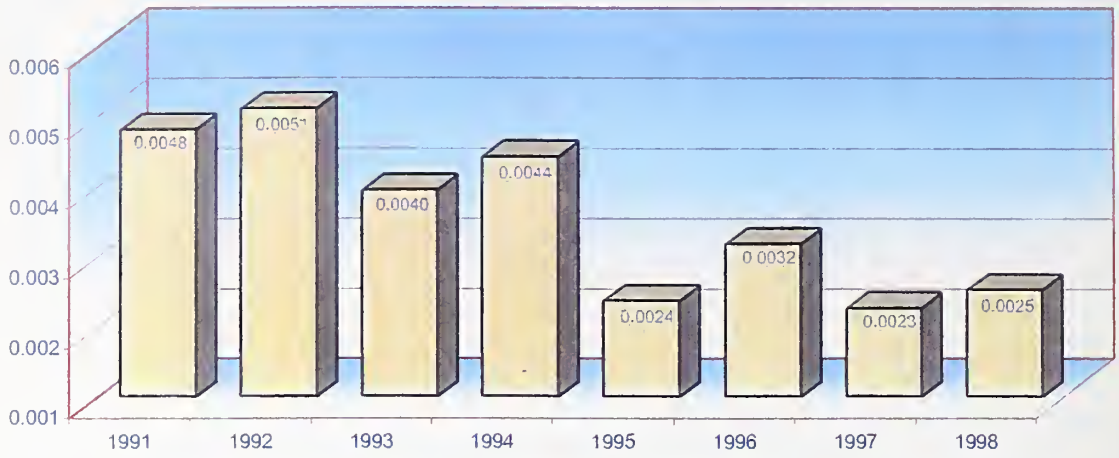
Total Fatalities per Million Passenger Miles 1991 – 1998



Total Fatalities per Million Passenger Miles 1991 – 1998

Year	Total Fatalities	Passenger Miles (Millions)	Total Fatalities per Million Passenger Miles
1991	298	36,173.0	0.0082
1992	269	35,645.0	0.0075
1993	270	34,422.9	0.0078
1994	318	35,758.7	0.0089
1995	280	37,970.6	0.0074
1996	323	38,984.1	0.0083
1997	310	40,180.2	0.0077
1998	329	41,605.0	0.0079
% Change	10.4%	15.0%	-4.0%

Passenger Fatalities per Million Passenger Miles 1991 – 1998

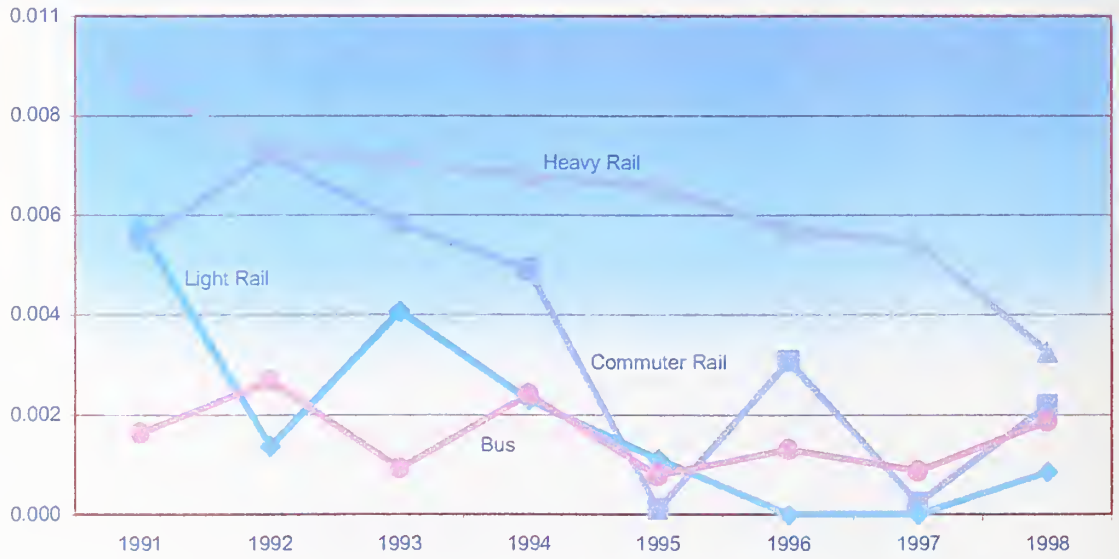


Passenger Fatalities per Million Passenger Miles 1991 – 1998 (*)

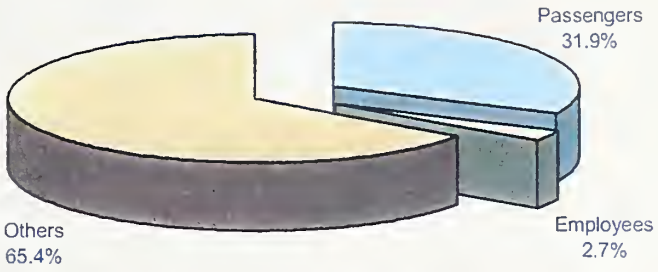
Year	Passenger Fatalities	Passenger Miles (Millions)	Passenger Fatalities per Million Passenger Miles
1991	174	36,173.0	0.0048
1992	182	35,645.0	0.0051
1993	136	34,422.9	0.0040
1994	158	35,758.7	0.0044
1995	90	37,970.6	0.0024
1996	124	38,984.1	0.0032
1997	91	40,180.2	0.0023
1998	105	41,605.0	0.0025
% Change	**-39.7%**	**15.0%**	**-47.5%**

(*) Data for passenger fatalities may be overstated due to the inclusion of suicides and collisions with people

Passenger Fatalities per Million Passenger Miles by Mode 1991 – 1998



Distribution of Fatalities – 1998



Violent Crime per Million Passenger Miles

Concepts

Violent crimes are reported in accordance with the FBI's **Uniform Crime Reporting Handbook** and include:

- Homicide
- Forcible rape
- Robbery
- Aggravated assault

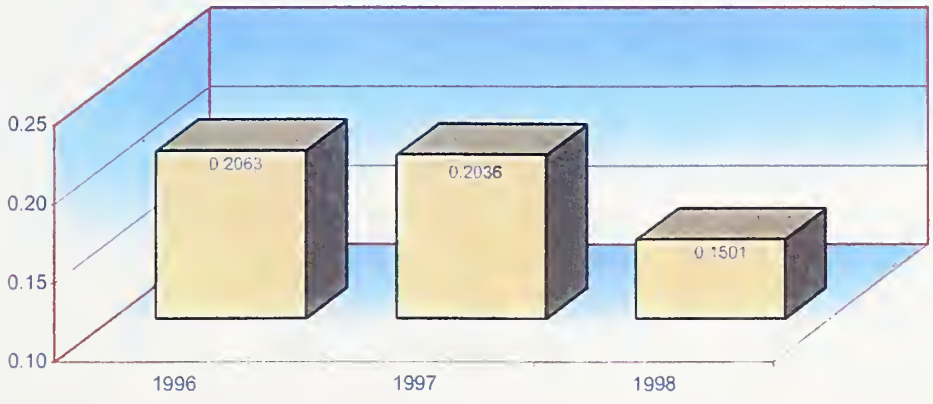
These offenses are based on records of response calls, complaints, or investigations.

Comments

The rate of violent crime decreased 28.6 percent over the 1996 to 1998 period.

Notes:
a) Only agencies in UZAs over 200,000 population report this data.
b) Security data are not available prior to 1996.

Violent Crime per Million Passenger Miles 1996– 1998



Violent Crime per Million Passenger Miles 1996– 1998

Year	Violent Crime	Passenger Miles (Millions)	Violent Crime per Million Passenger Miles
1996	7,796	37,794.0	0.2063
1997	7,915	38,866.6	0.2036
1998	6,096	40,608.9	0.1501
% Change	-21.8%	7.4%	-27.2%

Reliability

Miles Between System Failures—Bus

Concepts

A major system failure is a failure of a major mechanical part of a revenue vehicle. The following must occur: (1) assistance from someone other than the revenue vehicle operator or on board crew to restore the vehicle to an operating condition and (2) preventing of the vehicle from continuing in revenue service due to limited movement or safety concerns. Mechanical failures include, but are not limited to: Breakdowns of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters

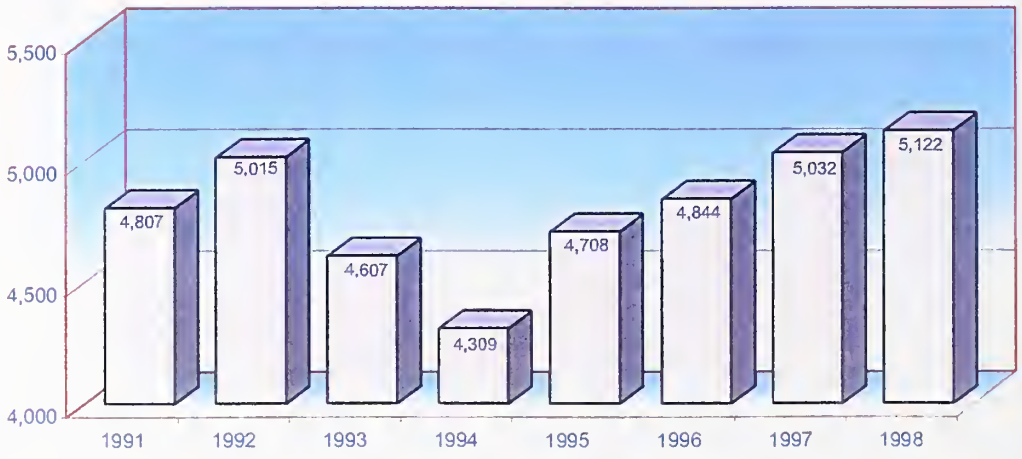
Vehicle miles are the total miles that a vehicle travels while in service (actual vehicle revenue miles and deadhead miles). See **Transit in the U.S.** for definitions of vehicle revenue miles and deadhead miles.

Comments

The rate of mechanical failures increased slightly over the last eight years.

Note: Data are available for directly operated service only.

Miles Between Major System Failures—Bus 1991 – 1998



Miles Between Major System Failures—Bus 1991 – 1998

Year	Major System Failures	Vehicle Miles (Millions)	Vehicle Miles (Millions) Between Major System Failures
1991	347,774	1,671.7	4,807
1992	334,286	1,676.4	5,015
1993	363,977	1,676.9	4,607
1994	392,414	1,690.9	4,309
1995	358,665	1,688.4	4,708
1996	345,373	1,672.9	4,844
1997	338,783	1,704.8	5,032
1998	344,665	1,765.4	5,122
% Change	-0.9%	5.6%	6.6%

ADA Compliance—Bus

ADA Lift- or Ramp-Equipped

Concepts

The Americans with Disabilities Act requires that transit be accessible to individuals with special needs. Bus provides the majority of transit service and is impacted the most by provisions of the law. Buses fall into three categories:

- Large—equipped with more than 35 seats.
- Medium-sized—equipped with less than 25 to 35 seats.
- Small—equipped with less than 25 seats.

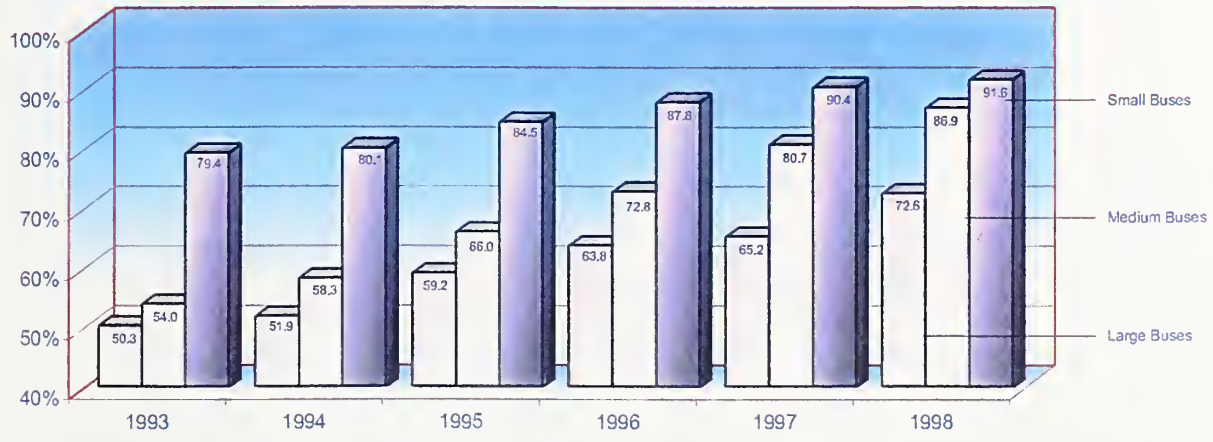
Comments

Small buses historically have comprised the largest percentage of Lift- or Ramp-Equipped vehicles, having currently attained a level of 91.6 percent. This is expected due to this class's low average fleet age.

Medium sized buses increased from 54 percent in 1993 to nearly 87 percent in 1998, while large buses increased from 50 percent to 73 percent.

Note: Data are not available for 1991 and 1992.

ADA Lift- or Ramp-Equipped Buses 1993 – 1998



Funding Transit Operations

Operating Funding

Concepts

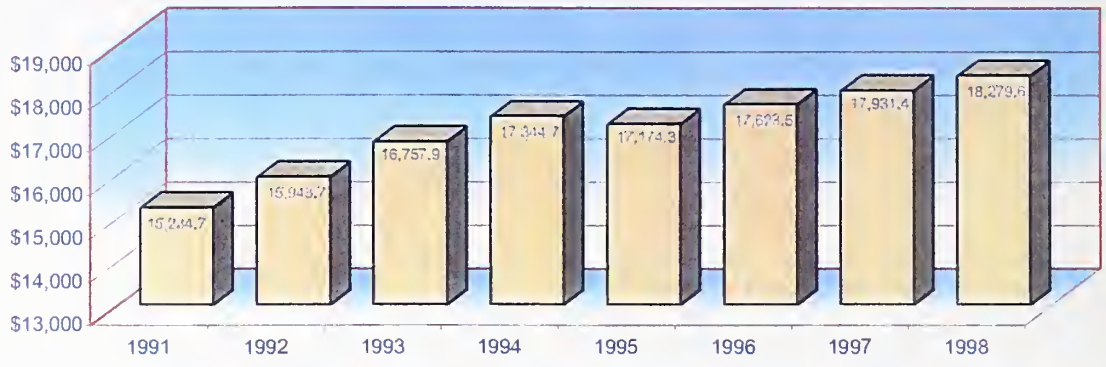
Operating funds are funds that transit agencies receive from Federal, state, local, and directly generated sources that are applied for operating expenditures. These funds are applied in the year in which they resulted in liabilities for benefits received whether or not receipt of the funds actually took place within the reporting period. Federal funds are financial assistance to defray some of the operating costs to provide transit service.

Comments

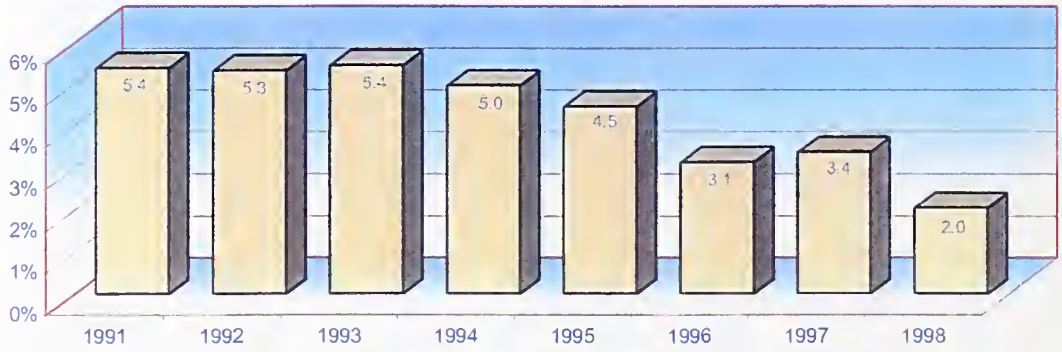
While transit's total operating funding increased at a rate of 22.4 percent and closely followed the inflation rate (21.8 percent), the Federal role in operating assistance has been declining since 1991.

Note: Beginning in 1998, Federal capital funds out of formula programs can be used to pay for some operating expenses. Figures for Federal operating assistance in 1998 exclude capital funds used to pay for operating expenses. These funds were included in the **Capital Investment in Transit** section.

Total Operating Funding (Millions) 1991 – 1998



Federal Operating Assistance as a Percentage of Operating Funds 1991 – 1998



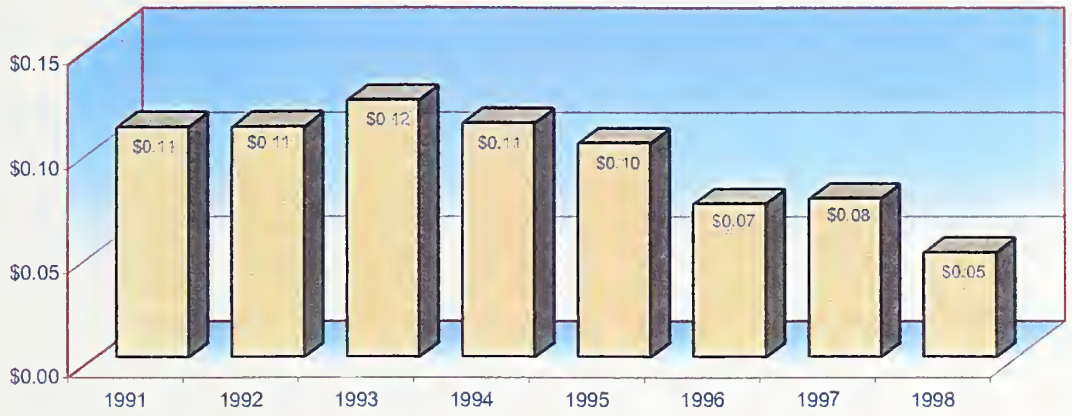
Federal Operating Assistance per Passenger by Urbanized Area Size

Comments

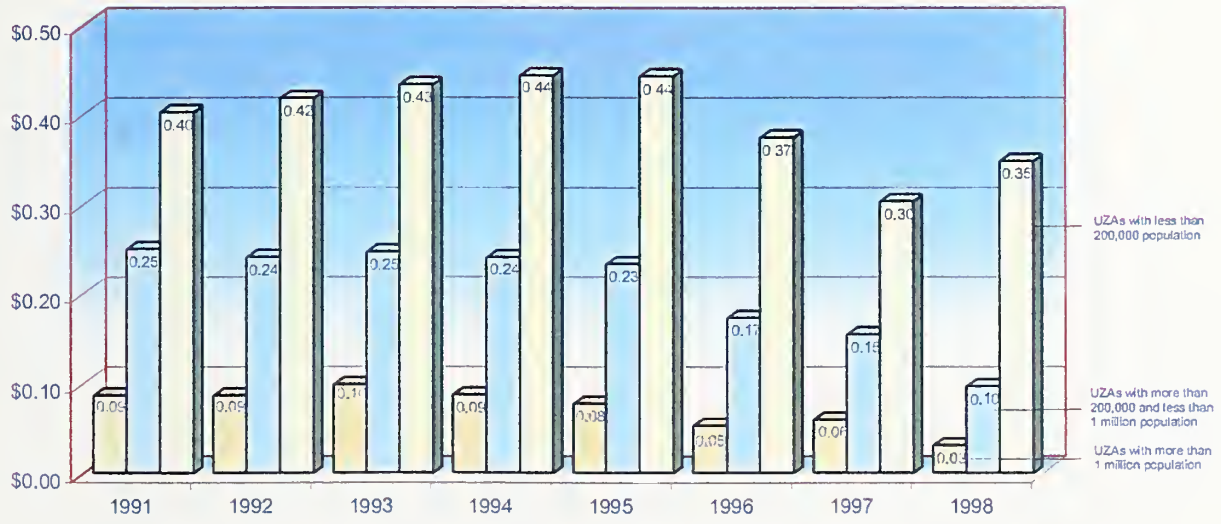
Federal operating assistance per passenger decreased nearly 55 percent over the last eight years. Ridership increased coupled with a reduction in the share of Federal operating assistance of transit agencies. Agencies in UZAs with a population of greater than 1 million had the largest decrease, 66.7 percent. Agencies located in UZAs with a population under 200,000 had a 12.5 percent decrease.

Note: Beginning in 1998, Federal capital funds out of formula programs can be used to pay for some operating expenses. Figures for Federal operating assistance in 1998 exclude capital funds used to pay for operating expenses. These funds were included in the **Capital Investment in Transit** section.

Total Federal Operating Assistance per Passenger 1991 – 1998



Federal Operating Assistance per Passenger by Urbanized Area Size 1991 – 1998



Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

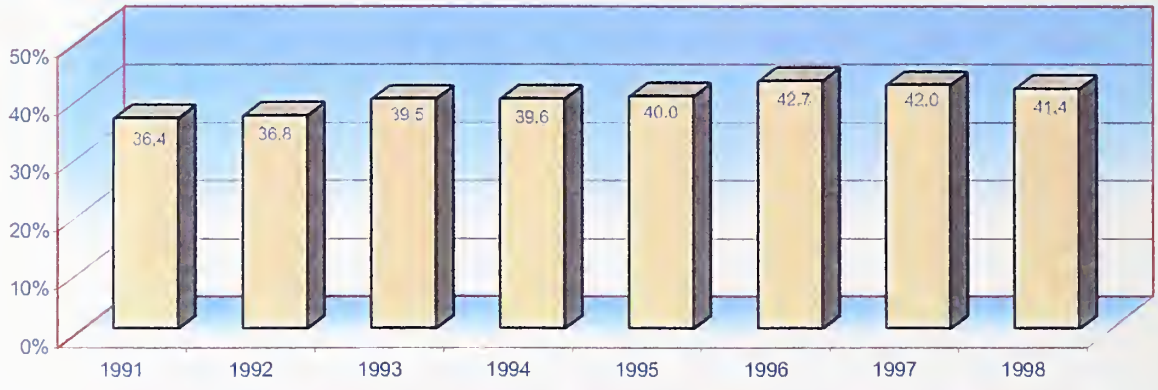
Fare revenues are funds earned from carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quantity purchase discounts applicable to the passenger's ride.

Recovery ratio (also known as working ratio) is the percent share of operating expenses paid through fare revenues.

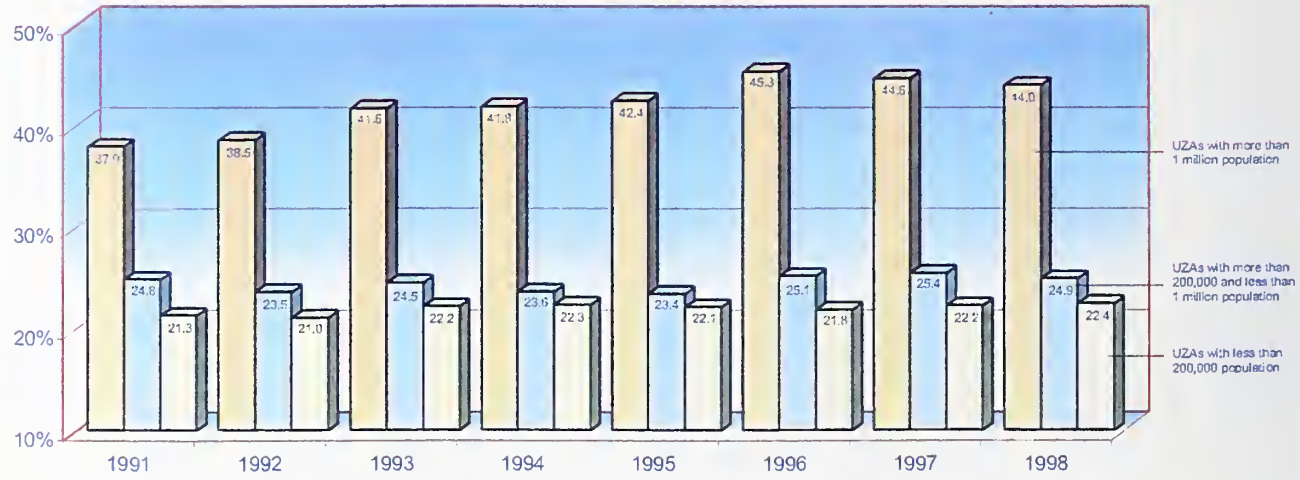
Comments

The recovery ratio increased five percent over the last eight years. This resulted from the increasing recovery ratios for agencies located in UZAs with a population over 1 million. The recovery ratio has been stable for agencies in other UZAs.

Recovery Ratio 1991 – 1998



Recovery Ratio by Urbanized Area Size 1991 – 1998



Subsidy per Passenger

Concepts

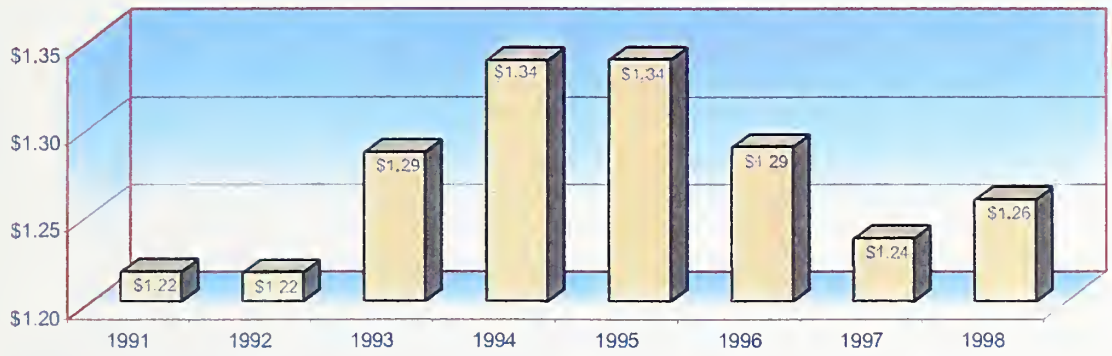
Subsidies are funds received as financial assistance from Federal, state, and local governments, and also include directly generated funds such as grants from private foundations, directly levied taxes, and other funds dedicated to transit.

Comments

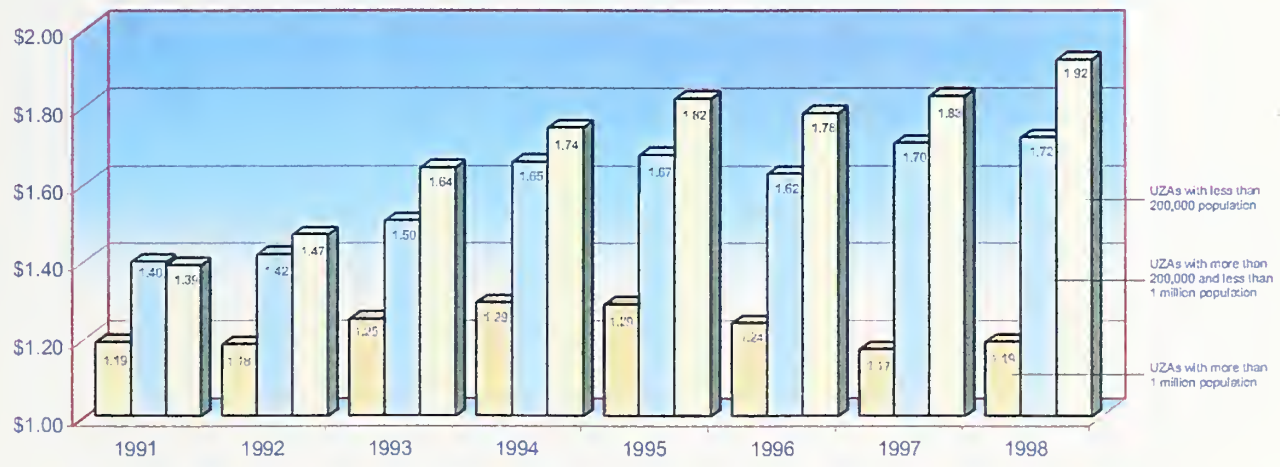
A review of subsidies per passenger shows a declining trend over the last eight years if inflation is factored into the rate. This trend is driven by agencies located in large UZAs that had improved recovery ratios over the period.

The agencies located in small- and medium-size UZAs show an increased trend in subsidy per passenger at rates greater than inflation over the eight-year period. This is due to the expansion of fixed-route service in low-density areas and expansion in demand response services, which represents a substantial portion of the total service provided.

Subsidy per Passenger 1991 – 1998



Subsidy per Passenger by Urbanized Area Size 1991 – 1998



Operating Funding Sources by Urbanized Area Size

Concepts

Operating funds by UZA size include five categories:

- Fare revenues
- Federal assistance
- State assistance
- Local assistance
- Other funds

Other funds include directly generated funds (non-transportation funds, subsidies from other sectors of operations, auxiliary transportation funds, charter service, freight tariffs, and school bus funds).

Comments

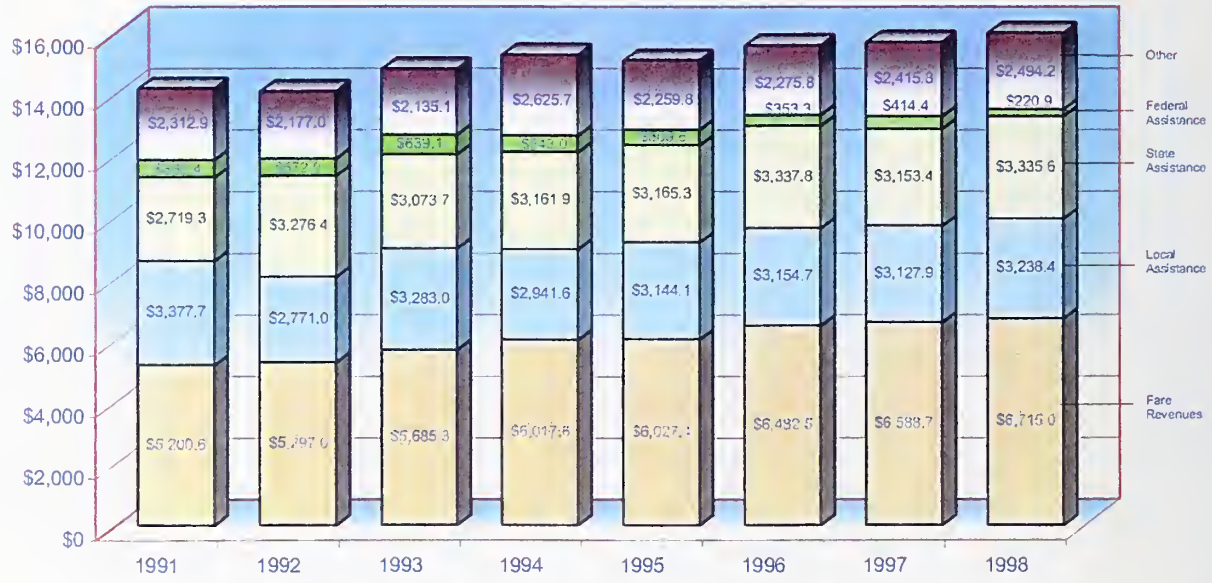
Fare revenues increased from 37 percent in 1991 to 41 percent in 1998 for agencies in large UZAs. There was no substantial change in the rate for agencies in other UZAs.

For large UZAs, the increase in fare revenues reflects a decrease in the share of local assistance. Federal assistance accounts for a small portion of the funding for agencies in these areas.

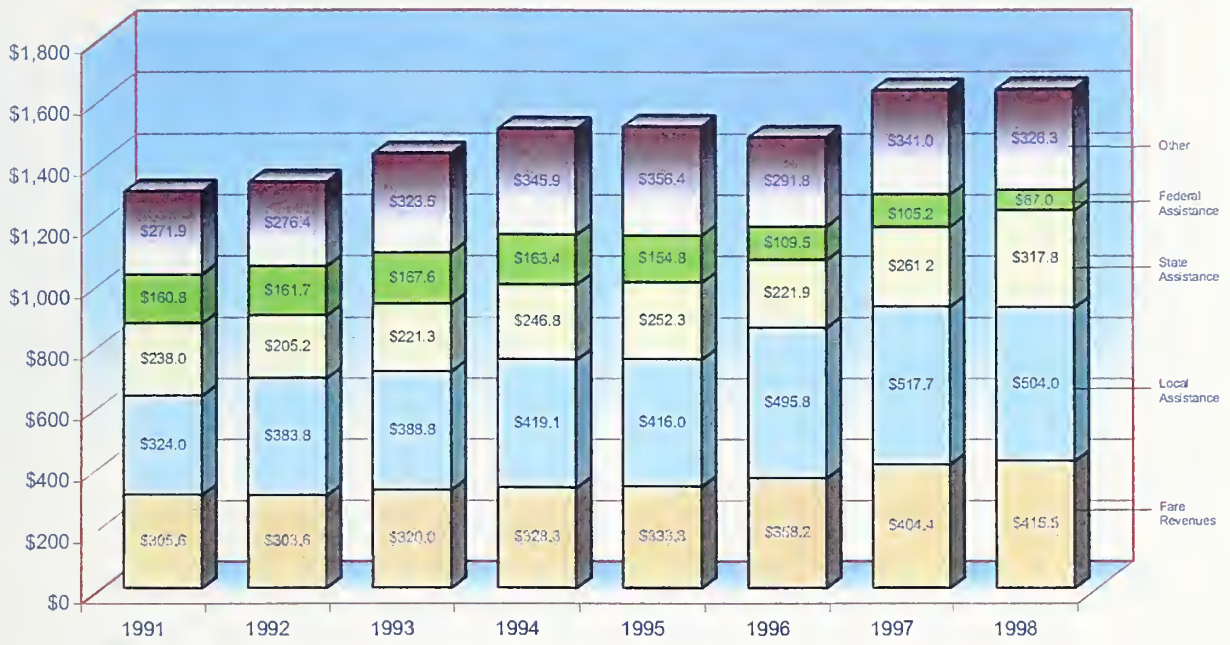
Note: Beginning in 1998, Federal capital funds out of formula programs can be used to pay for some operating expenses. Figures for Federal operating assistance in 1998 exclude capital funds used to pay for operating expenses. These funds were included in the **Capital Investment in Transit** section.

Operating Funding Sources (Millions of Dollars) by Urbanized Area Size 1991 – 1998

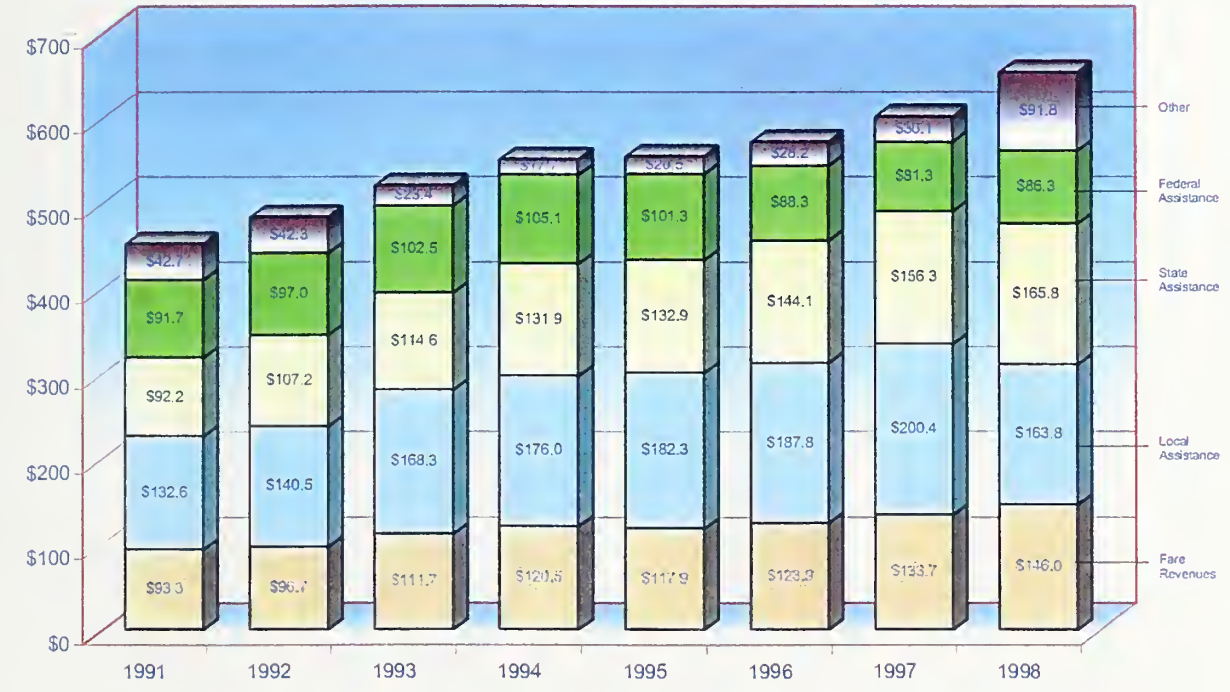
UZAs with More Than 1 Million Population



UZAs with More Than 200,000 and Less Than 1 Million Population



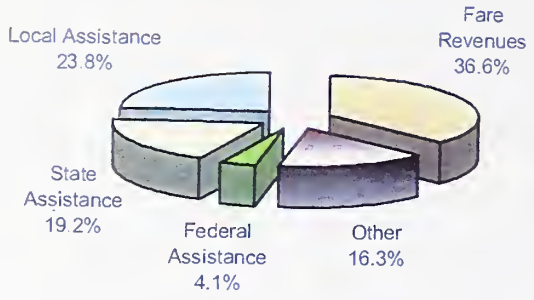
UZAs with Less Than 200,000 Population



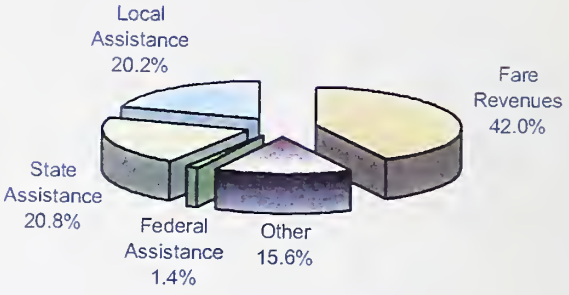
Operating Funding Sources (%) by Urbanized Area Size

UZAs with More Than 1 Million Population

1991

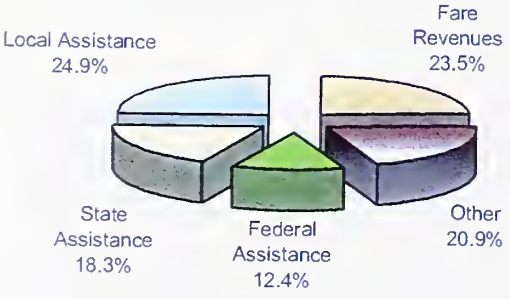


1998

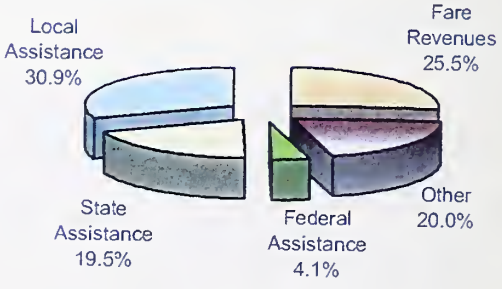


UZAs with More Than 200,000 and Less Than 1 Million Population

1991

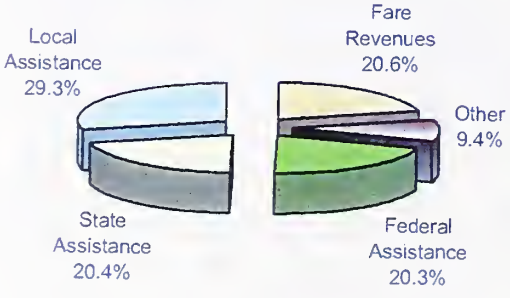


1998

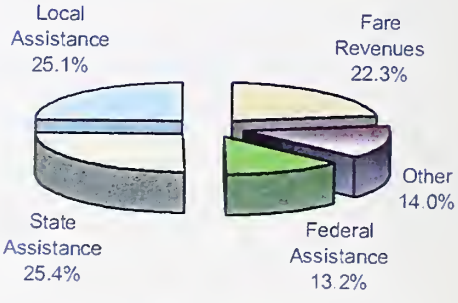


UZAs with Less Than 200,000 Population

1991



1998



Capital Investment in Transit

Total Capital Assistance and Federal Share

Concepts

Capital funds are funds that transit agencies receive from Federal, state, local, and directly generated sources. These funds are applied for capital projects. Directly generated sources include any funds generated or donated directly to the transit agency. This includes passenger fares, advertising revenues, donations, and grants from private foundations. It also includes directly levied taxes and other funds dedicated to transit.

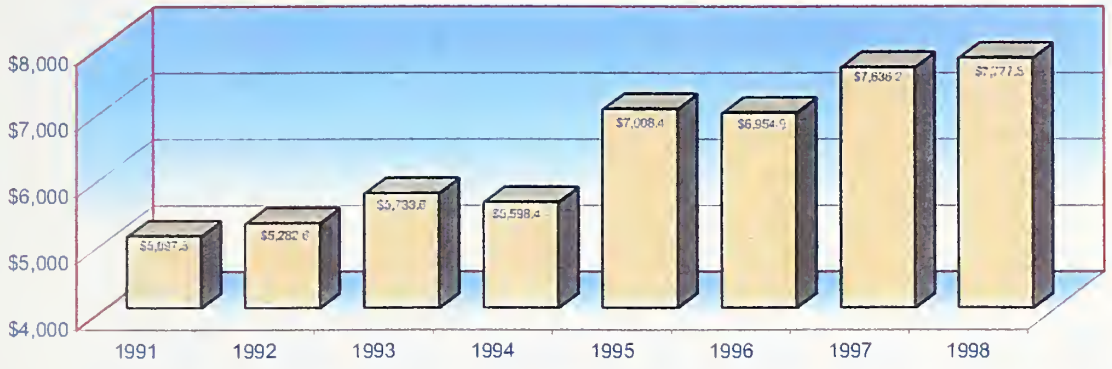
Federal capital funding is financial assistance is used to assist in paying for the capital costs of providing transit services.

Comments

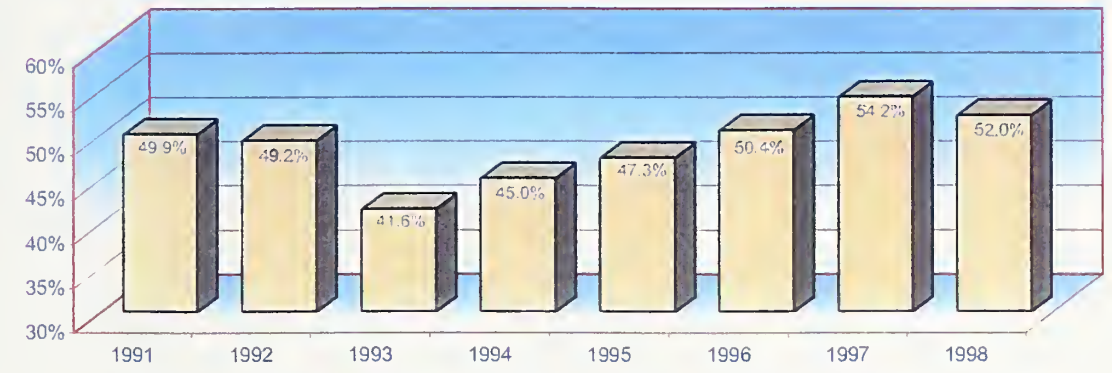
Capital investment increased by over 52 percent during the last eight years, while the rate of inflation rose 21.8 percent. The role of Federal government has been stable over the last eight years accounting for approximately 50 percent of all capital invested in transit.

Note: Federal capital funds used to pay for operating expenses in 1998 are included in total capital assistance.

Total Capital Assistance (Millions) 1991 – 1998



Federal Share of Total Capital Assistance 1991 – 1998

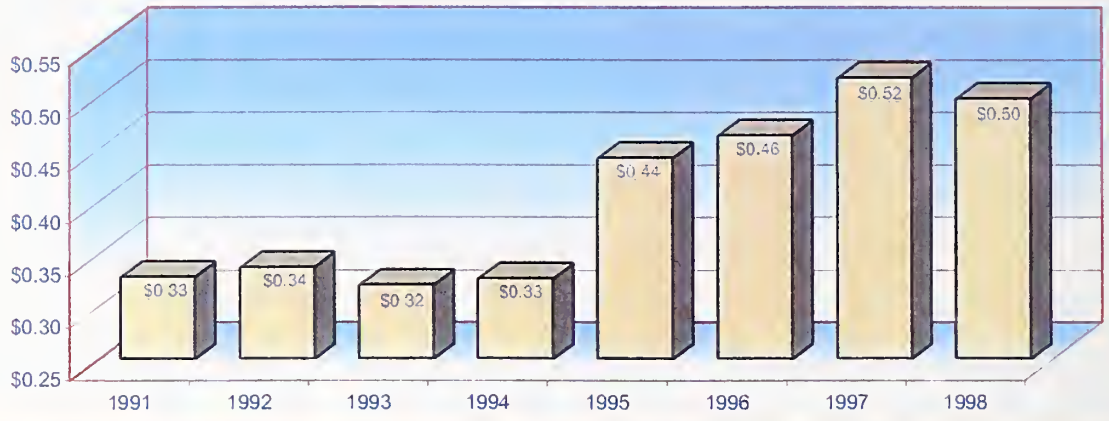


Federal Capital Funding per Passenger

Comments

The Federal Capital Funding per passenger increased nearly 51 percent over the last eight years while the rate of inflation rose 21.8 percent.

Federal Capital Assistance per Unlinked Passenger Trip 1991 – 1998



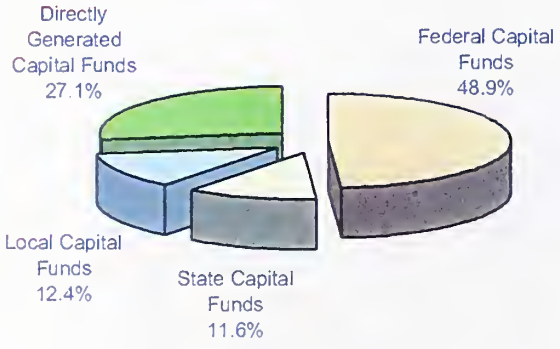
Distribution of Capital Funding by Urbanized Area Size

Comments

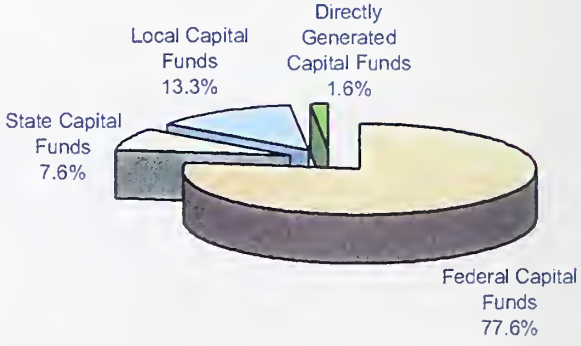
Most of the capital invested in transit comes from Federal sources. Agencies in small and medium UZAs rely more on Federal capital sources than agencies in large UZAs. Agencies in the large UZAs rely largely on directly generated capital funds. Of those funds, most are directly levied taxes.

Federal Capital Assistance by Urbanized Area Size – 1998

UZAs with More Than 1 Million Population

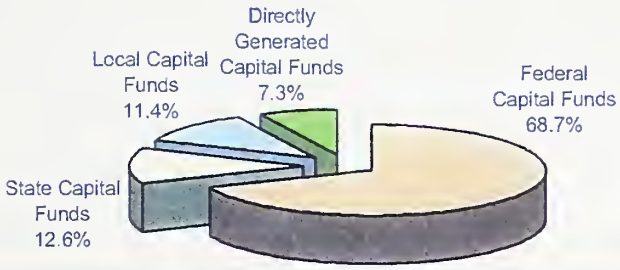


UZAs with More Than 200,000 and Less Than 1 Million Population



Federal Capital Assistance by Urbanized Area Size – 1998 (Continued)

UZAs with Less Than 200,000 Population



Capital Expenditures and Percent Share of Rolling Stock

Concepts

Capital expenditures are expenses reported by mode and three major categories: rolling stock, facilities, and other capital projects.

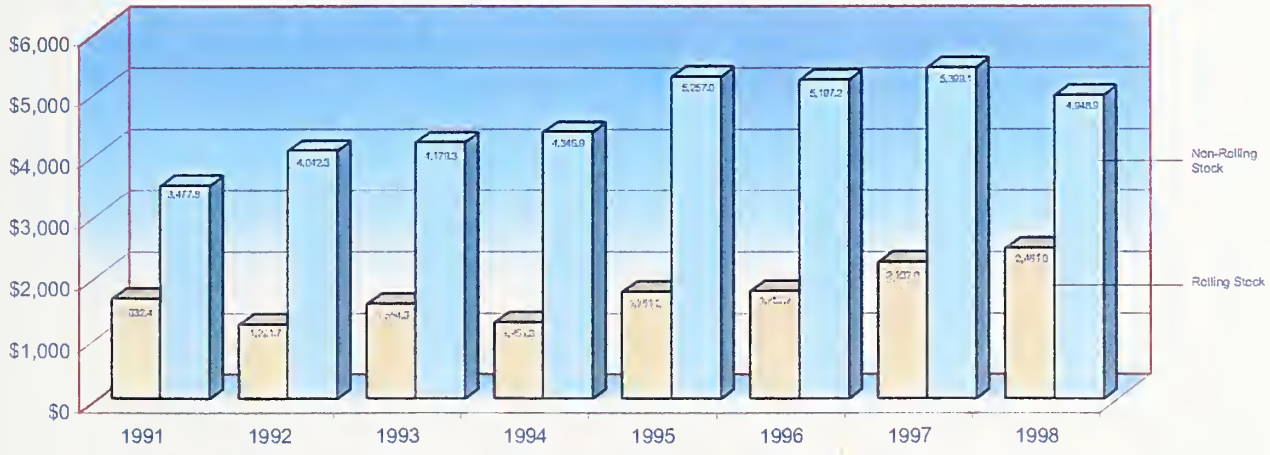
Rolling stock includes replacement, rehabilitation, remanufacture, and expansion of fleet. It also includes investments in major components and rail overhaul.

Facilities include the following: construction and rehabilitation of maintenance facilities, crime prevention and security equipment, the purchase of the installation of support equipment and service, operation support, transit malls, inter-modal terminals, shelters, passenger stations, HOV facilities, track, line equipment and structures, etc.

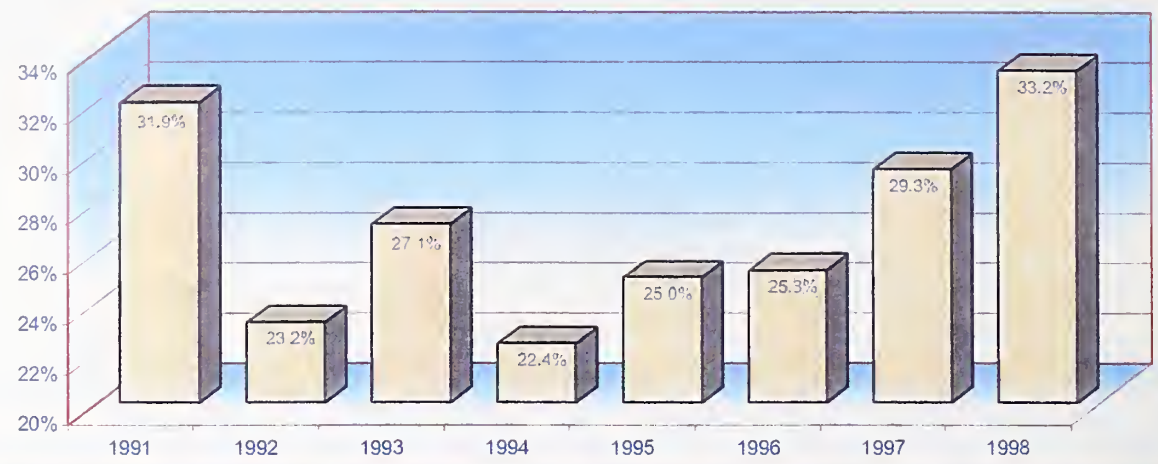
The other category include items not pertaining to any of the categories above such as construction of general administration facilities, furniture, data processing equipment, fare collection equipment, vehicle movement control equipment, etc.

The facilities and the other categories are combined into a single category (non-rolling stock) for the NTST.

Capital Expenditures (Millions) 1991 – 1998



Percent Share of Rolling Stock 1991 – 1998



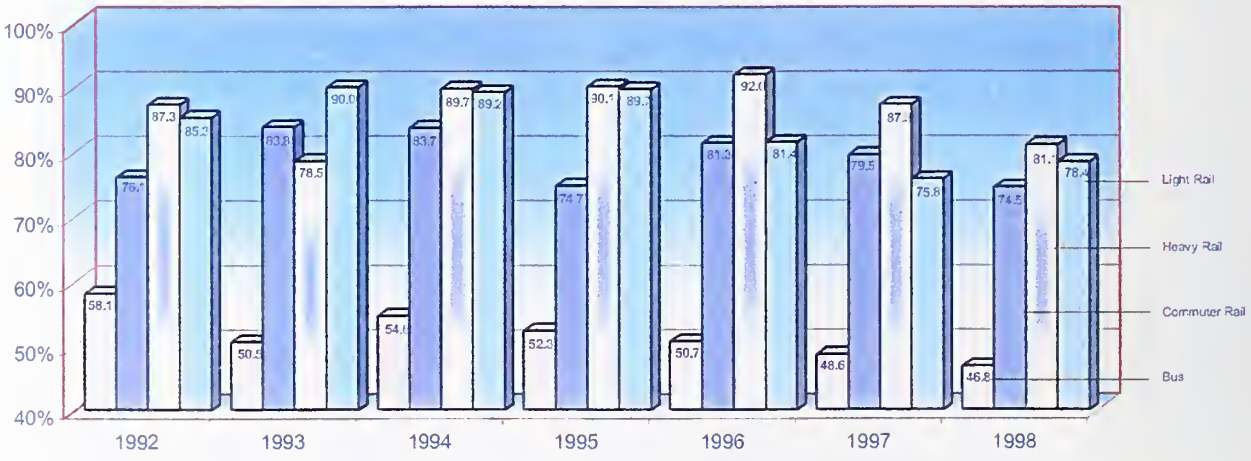
Distribution of Capital by Mode and Category

Comments

Bus systems commit less capital to non-rolling stock than rail modes. Rail modes are mostly located in high-density corridors within the larger metropolitan areas of the United States. The high levels of service supplied in these areas require large investments in transit infrastructure (e.g., track, signals, communication systems, complex maintenance facilities, passenger stations, inter-modal terminals, real-time data acquisition systems, and other cost-intensive items). Bus systems do not require the same level of investment in infrastructure as rail modes. Therefore, rolling stock is the main use of capital by Bus mode.

Note: Data are not available for 1991 and prior years.

Percent Share of Non-Rolling Stock by Mode 1992 – 1998



Bus Fleet

Average Fleet Age

Concepts

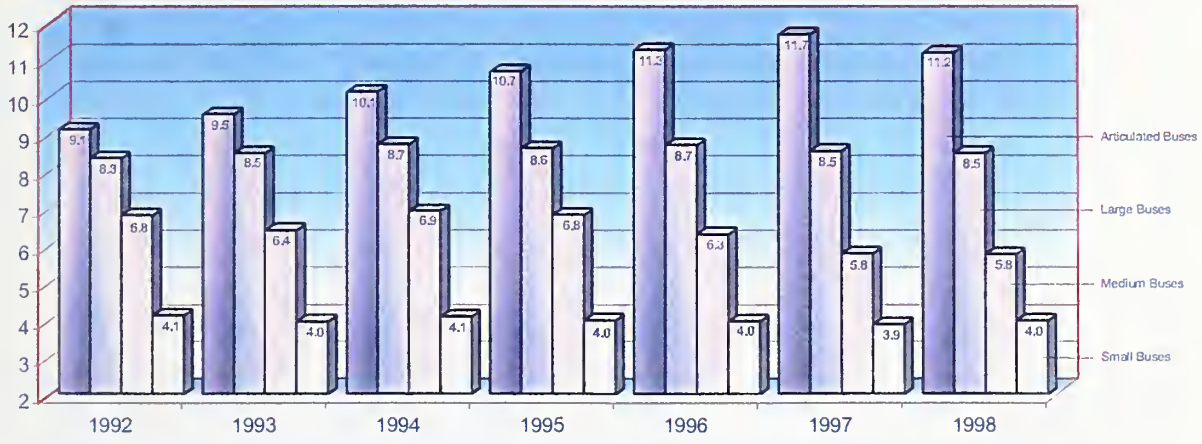
Large, medium, small, and articulated buses are rubber-tired passenger vehicles powered by diesel, gasoline, battery, or alternative fuel engines.

Large buses are equipped with more than 35 seats. Medium-size buses are equipped with 25-35 seats. Small buses are equipped with less than 25 seats. Articulated buses are extra-long buses that measure between 54 ft and 60 ft.

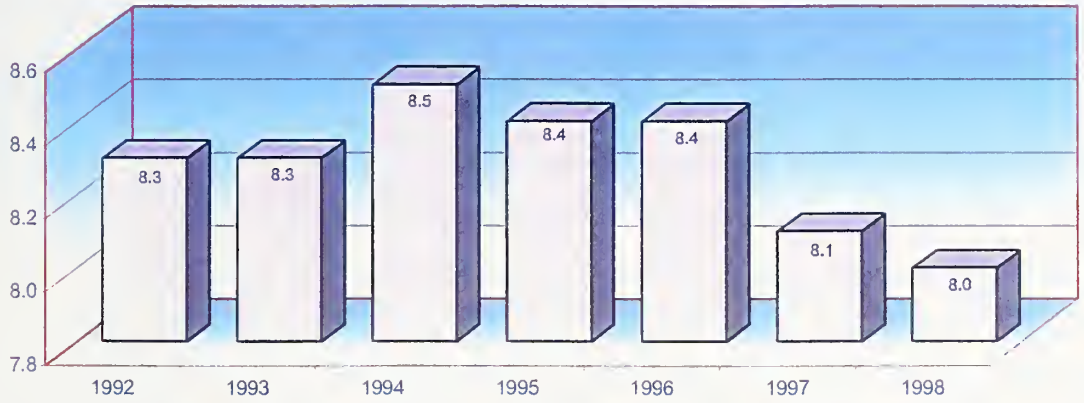
Comments

The average fleet age of large and small buses has been stable over the last seven years, while medium sized buses decreased during the period. In addition, the percentage of medium sized buses in the national fleet increased from 5.8 percent in 1992 to 9.7 percent in 1998.

Average Fleet Age (Years) by Vehicle Type 1992 – 1998



Average Bus Fleet Age (Years) 1992 – 1998



Age Distribution of Buses

Comments

The share for small and medium sized buses, five years old or less, reflects an increasing trend over the last seven years. The share for large buses remained stable.

The share of new large buses increased substantially from 1.9 percent in 1992 to 4.3 percent in 1998. This represents nearly 2,000 new large buses in 1998.

Percent of Bus Fleet 5 Years Old or Less 1992 – 1998

Fixed Guideway

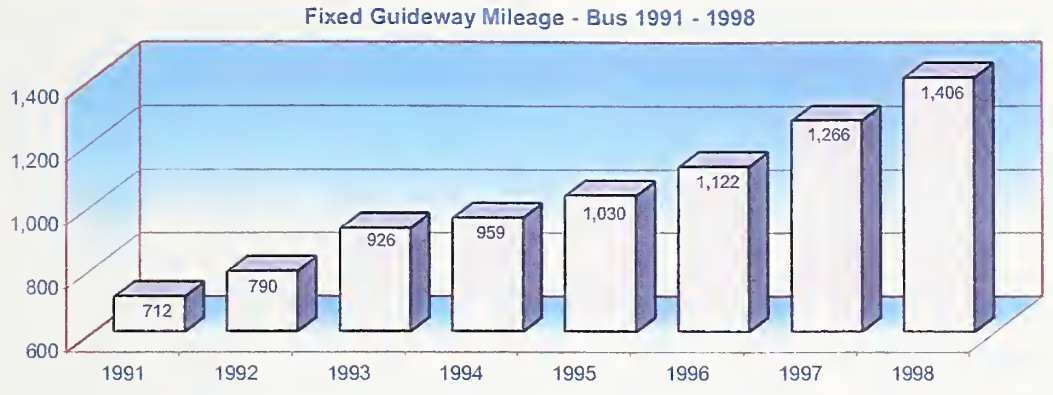
Fixed Guideway Mileage

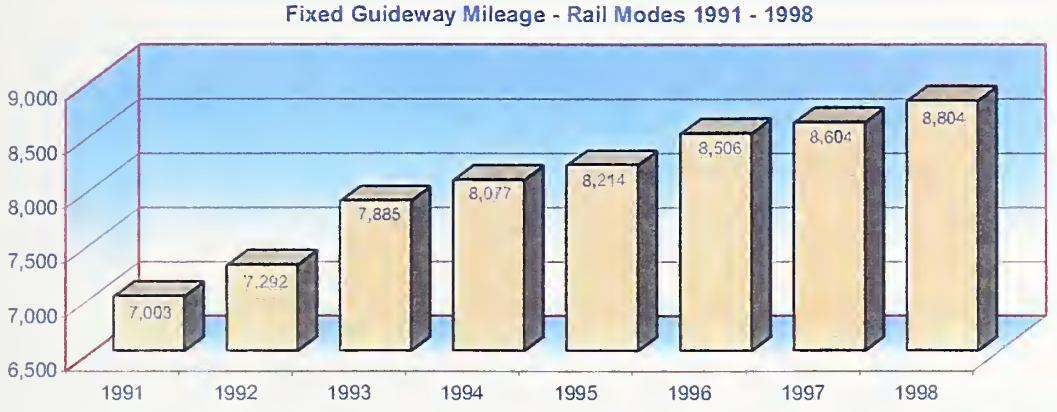
Concepts

Fixed guideway directional route miles are the mileage in each direction which public transit travel while in revenue service on fixed guideways. Fixed guideway mileage is a measure of the route path over a facility or roadway, it does not measure the service carried on the facility. This mileage is computed with regard to direction of service and is recorded without regard to the number of traffic lanes or rail tracks existing in the right-of-way

Comments

Bus fixed guideway directional route miles nearly doubled over the last eight years, while rail modes increased 25 percent.





Alternative Fuel Usage

Percentage of Alternative Fuel Buses

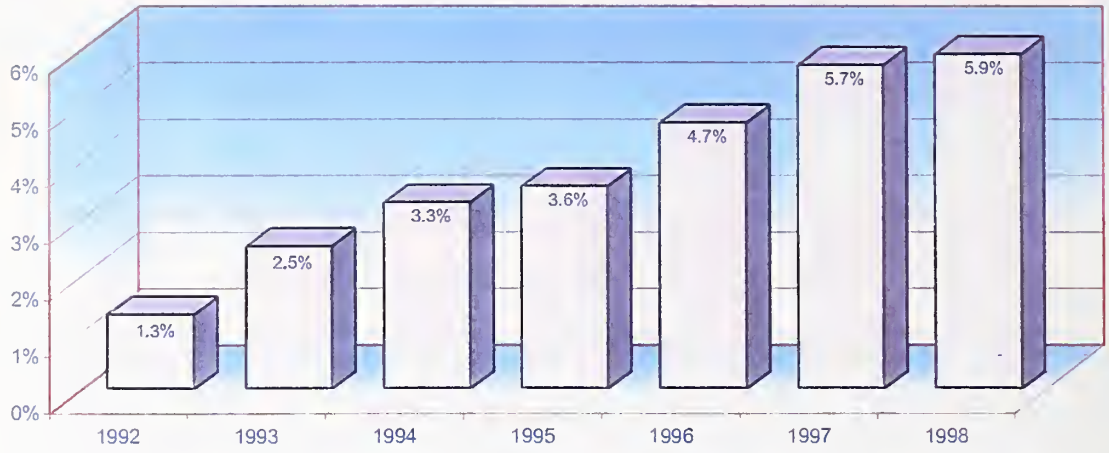
Concepts

Alternative fuels are those that are not diesel or gasoline. They include CNG (compressed natural gas), electric battery, ethanol, methanol, LPG (liquefied petroleum gas), LNG (liquefied natural gas), kerosene, grain substitute, and other fuels.

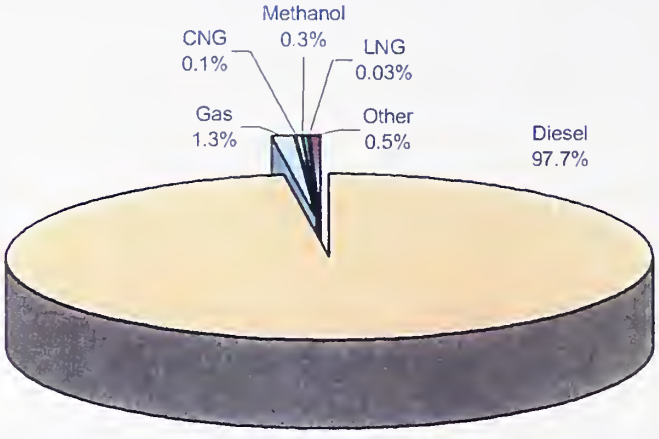
Comments

Use of alternative fuels rose by a factor of three over the period. In 1998, there were over 3,400 buses using alternative fuels.

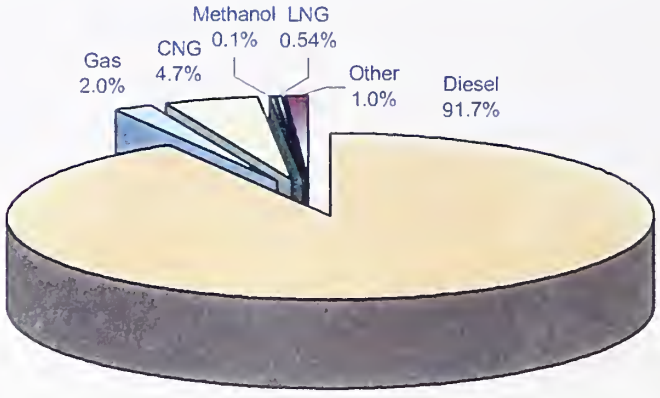
Percent of National Bus Fleet Using Alternative Fuels 1992 – 1998



Percentage of Fuel Consumption for Non-Electric Modes - 1992



Percentage of Fuel Consumption for Non-Electric Modes - 1998



National Transit Profile—1998

The National Transit Profile shows the aggregate data for capital, operating funding and expenses, and mode characteristics of the predominant modes (Bus, Heavy Rail, Light Rail, Commuter Rail, and Demand Response). It also includes trends for cost efficiency and effectiveness measures.

There were 8.1 billion riders (unlinked passenger trips) in 1998. On an average weekday, the nation's transit system carries 27.1 million riders.

General Information (System Wide)

Service Consumption (millions)

Annual Passenger Miles	41,605.0
Annual Unlinked Trips	8,115.1
Average Weekday Unlinked Trips	27.1
Average Saturday Unlinked Trips	14.1
Average Sunday Unlinked Trips	8.8

Service Supplied

Annual Vehicle Revenue Miles (millions)	2,970.4
Annual Vehicle Revenue Hours (millions)	197.8
Vehicles Available for Maximum Service	100,346
Vehicles Operated in Maximum Service	79,948
Base Period Requirement	33,755

Safety and Security

	Passengers	Total
Accidents (*)	–	64,429
Injuries	40,389	58,657
Fatalities (**)	90	263
Violent Crime (†)	5,043	7,796
Property Crime (‡)	11,406	14,055
Arrests (*)	–	108,894

Vehicles Operated in Maximum Service

	Vehicles	Agencies
Bus	45,435	427
Heavy Rail	8,405	14
Commuter Rail	4,612	16
Light Rail	822	20
Demand Response	15,075	408
Other	5,589	28
Total	**79,948**	

Financial Information (System Wide)

Total Fare Revenues Earned	**$7,046.3**

Sources of Operating Funds Expended (millions)

Passenger Fares	$7,276.5
Local Funds	3,906.2
State Funds	3,819.1
Federal Assistance (#)	374.3
Other Funds	2,831.5
Total Operating Funds Expended (#)	**$18,207.6**

Summary of Operating Expenses (millions)

Salaries, Wages and Benefits	$13,034.9
Materials and Supplies	1,707.1
Purchased Transportation (‡‡)	1,281.5
Other Expenses	1,556.5
Total Operating Expenses	**$17,579.9**
Reconciling Cash Expenditures (millions)	$988.0

Sources of Capital Funds Expended (millions)

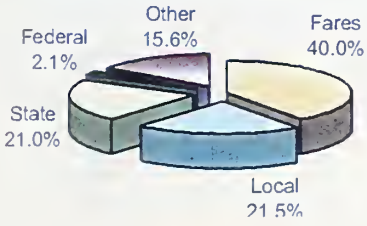
Local Funds	$2,855.7
State Funds	875.3
Federal Assistance (§)	4,046.5
Total Capital Funds Expended (§)	**$7,777.5**

Uses of Capital Funds (millions)
[Capital Projects]

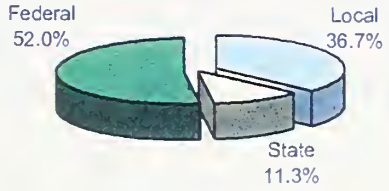
	Rolling Stock	Facilities and Other	Total
Bus	$1,259.2	$1,106.3	$2,365.5
Heavy Rail	444.5	1,906.2	2,350.8
Commuter Rail	357.6	1,044.6	1,402.2
Light Rail	207.9	755.8	963.7
Demand Response	65.9	30.9	96.8
Other	126.5	105.0	231.5
Total	**$2,461.6**	**$4,948.9**	**$7,410.5**

(*) Only Total is available (**) Excludes suicides (†) Includes homicide, forcible rape, robbery, and aggravated assault (‡) Includes larceny/theft and motor vehicle theft
(#) Excludes capital funds used to pay for operating expenses ($367 million) (‡‡) Does not include purchased transportation reported from a directly operated perspective
(§) Includes capital funds used to pay for operating expenses ($367 million)

Sources of Operating Funds Expended

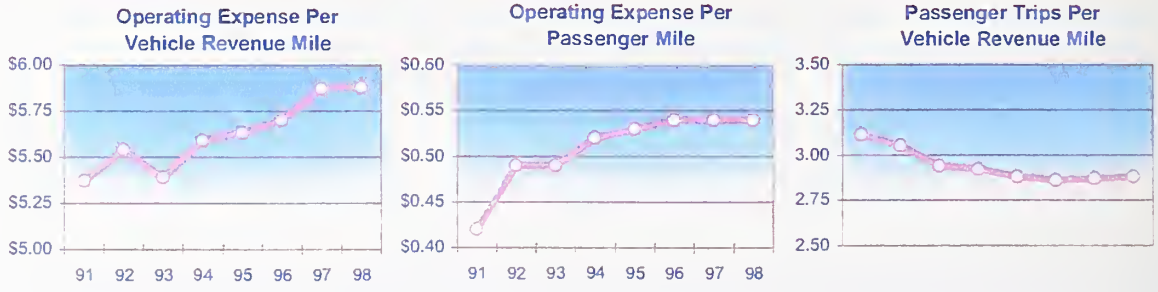


Sources of Capital Funds Expended

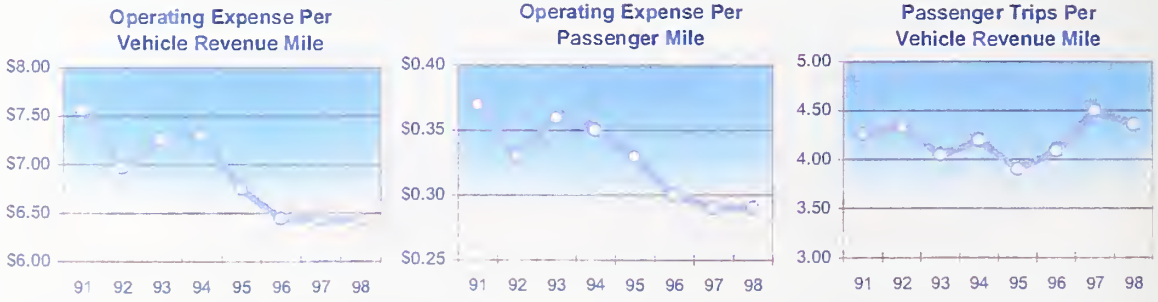


Characteristics	Bus	Heavy Rail	Commuter Rail	Light Rail	Demand Response
Operating Expense (millions)	$9,712.9	$3,529.6	$2,355.2	$493.0	$995.2
Capital Funding (millions)	$2,365.5	$2,350.8	$1,402.2	$963.7	$96.8
Annual Passenger Miles (millions)	17,873.7	12,284.4	8,702.3	1,115.4	513.4
Annual Vehicle Revenue Miles (millions)	1,652.5	549.2	238.3	42.3	388.6
Annual Unlinked Trips (millions)	4,753.7	2,392.8	380.6	272.9	66.1
Average Weekday Unlinked Trips (millions)	15.8	8.0	1.3	0.9	0.2
Annual Vehicle Revenue Hours (millions)	128.4	26.8	7.2	2.7	26.5
Fixed Guideway Directional Route Miles	1,919.6	1,526.8	6,575.4	675.5	N/A
Vehicles Available for Maximum Service	55,661	10,296	5,535	1,061	20,042
Average Fleet Age in Years	8.0	22.1	20.8	15.7	3.5
Vehicles Operated in Maximum Service	45,435	8,405	4,612	822	15,075
Peak to Base Ratio	1.7	1.8	1.9	1.5	N/A
Percent Spares	23%	22%	20%	29%	33%
Incidents	42,432	13,516	2,506	1,121	3,838
Fatalities	125	54	115	23	10
Performance Measures					
Service Efficiency					
Operating Expense/Vehicle Revenue Mile	$5.88	$6.43	$9.89	$11.70	$2.56
Operating Expense/Vehicle Revenue Hour	$75.64	$131.70	$325.40	$182.60	$37.54
Cost Effectiveness					
Operating Expense/Passenger Mile	$0.54	$0.29	$0.27	$0.44	$1.94
Operating Expense/Unlinked Passenger Trip	$2.04	$1.48	$6.19	$1.81	$15.06
Service Effectiveness					
Unlinked Passenger Trips/Vehicle Revenue Mile	2.88	4.36	1.60	6.50	0.17
Unlinked Passenger Trips/Vehicle Revenue Hour	37.02	89.25	52.60	101.10	2.49

Bus



Heavy Rail



Transit Data by Urbanized Area

UZA Number	UZA Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Unlinked Passenger Trips (*) (Millions)	Directional Route Miles	Operating Expense (%)
1	New York, NY--Northeastern NJ	NY, NJ	16,044,012	2,967	$5,385.4	705.8	16,043.7	2,842.1	2,459.9	30.63%
2	Los Angeles, CA	CA	11,402,946	1,966	$1,066.5	164.6	2,400.2	563.3	684.4	6.07%
3	Chicago, IL--Northwestern IN	IL, IN	6,792,087	1,585	$1,305.0	192.1	3,513.9	555.4	1,271.7	7.42%
4	Philadelphia, PA--NJ	PA, NJ	4,222,211	1,164	$812.9	101.1	1,567.4	320.1	865.4	4.62%
5	Detroit, MI	MI	3,697,529	1,120	$208.9	34.6	274.2	65.9	2.9	1.19%
6	San Francisco--Oakland, CA	CA	3,829,516	874	$947.6	134.1	2,062.1	409.7	637.8	5.39%
7	Washington, DC--MD--VA	DC, MD, VA	3,363,031	945	$767.0	102.5	1,793.7	372.7	748.5	4.36%
8	Dallas--Fort Worth, TX	TX	3,198,259	1,443	$241.8	48.6	336.5	67.1	100.4	1.38%
9	Houston, TX	TX	2,901,851	1,178	$198.2	48.6	533.5	95.2	146.1	1.13%
10	Boston, MA	MA	2,775,370	891	$608.9	78.5	1,484.1	336.5	775.1	3.46%
11	San Diego, CA	CA	2,348,417	690	$158.8	41.5	503.2	94.7	184.8	0.90%
12	Atlanta, GA	GA	2,157,806	1,137	$264.5	52.9	765.4	160.8	92.4	1.50%
13	Minneapolis--St. Paul, MN	MN	2,079,676	1,063	$150.8	23.7	250.7	66.0	136.2	0.86%
14	Phoenix, AZ	AZ	2,006,239	741	$77.6	22.2	160.7	36.7	58.5	0.44%
15	St. Louis, MO--IL	IL, MO	1,946,526	728	$131.0	27.4	261.1	55.9	43.1	0.75%
16	Miami--Hialeah, FL	FL	1,914,660	353	$224.5	40.0	412.3	81.0	119.0	1.28%
17	Baltimore, MD	MD	1,889,873	593	$228.1	31.7	433.7	102.8	222.1	1.30%
18	Seattle, WA	WA	1,744,086	588	$404.6	65.1	694.2	113.0	417.2	2.30%
19	Tampa--St. Petersburg--Clearwater, FL	FL	1,708,710	650	$52.1	16.9	86.6	18.6	1.1	0.30%
20	Pittsburgh, PA	PA	1,678,745	778	$227.5	43.7	330.5	77.0	79.9	1.29%
21	Cleveland, OH	OH	1,677,492	636	$202.7	30.7	300.4	67.1	69.0	1.15%
22	Denver, CO	CO	1,517,977	459	$160.4	34.5	303.4	65.9	41.0	0.91%
23	San Jose, CA	CA	1,435,019	338	$203.3	24.5	313.7	57.6	268.6	1.16%
24	Norfolk--Virginia Beach--Newport News, VA	VA	1,323,098	664	$39.1	12.1	82.2	17.7	33.5	0.22%
25	Kansas City, MO--KS	MO, KS	1,275,315	762	$45.9	10.0	63.0	15.5	1.1	0.26%
26	Fort Lauderdale--Hollywood--Pompano Beach, FL	FL	1,238,134	327	$68.6	18.5	147.2	27.6	71.2	0.39%
27	Milwaukee, WI	WI	1,226,293	512	$116.0	27.5	204.5	73.5	5.1	0.66%
28	Cincinnati, OH--KY	OH, KY	1,212,675	512	$69.5	16.3	171.2	32.6	0.1	0.40%
29	Portland--Vancouver, OR--WA	OR, WA	1,172,158	388	$177.7	33.6	346.4	87.1	32.8	1.01%
30	Riverside--San Bernardino, CA	CA	1,170,196	460	$46.5	11.1	110.5	16.5	114.6	0.26%
31	San Antonio, TX	TX	1,129,154	438	$81.0	27.8	176.8	42.0	0.0	0.46%
32	Sacramento, CA	CA	1,097,005	334	$69.9	12.9	132.3	29.3	36.2	0.40%
33	New Orleans, LA	LA	1,040,226	270	$104.0	17.0	205.7	69.5	30.4	0.59%
34	Buffalo--Niagara Falls, NY	NY	954,332	286	$65.0	9.0	80.7	27.0	12.4	0.37%
35	Columbus, OH	OH	945,237	345	$52.0	9.6	74.7	18.4	0.0	0.30%

(*) Unlinked Passenger Trips are not reported by UZA. The data were estimated for multi-UZA agencies.

Transit Data by Urbanized Area (Continued)

UZA Number	UZA Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Unlinked Passenger Trips (*) (Millions)	Directional Route Miles	Operating Expense (%)
36	Indianapolis, IN	IN	914,761	469	$25.2	8.1	49.0	10.4	0.0	0.14%
37	Orlando, FL	FL	887,126	395	$48.2	16.7	118.2	19.3	2.5	0.27%
38	Providence--Pawtucket, RI--MA	MA, RI	846,293	299	$47.1	10.0	95.2	14.7	30.3	0.27%
39	Memphis, TN--AR--MS	AR, TN, MS	825,193	341	$29.6	7.4	64.9	12.1	5.7	0.17%
40	West Palm Beach--Boca Raton--Delray Beach, FL	FL	794,848	307	$36.1	9.7	53.9	5.6	57.4	0.21%
41	Salt Lake City, UT	UT	789,447	254	$44.6	13.3	71.6	15.7	0.0	0.25%
42	Oklahoma City, OK	OK	784,425	647	$9.8	3.1	16.1	4.0	0.0	0.06%
43	Louisville, KY--IN	IN, KY	754,956	283	$40.9	12.1	63.0	16.9	0.0	0.23%
44	Jacksonville, FL	FL	738,413	508	$28.3	7.7	43.2	8.7	1.5	0.16%
45	Las Vegas, NV	NV	697,348	231	$55.0	17.0	151.0	45.8	0.0	0.31%
46	Honolulu, HI	HI	632,603	139	$107.8	23.2	368.5	71.0	21.8	0.61%
47	Birmingham, AL	AL	622,074	399	$10.2	2.2	1.3	0.5	0.0	0.06%
48	Rochester, NY	NY	619,653	220	$33.9	6.3	43.0	13.7	0.0	0.19%
49	Dayton, OH	OH	613,467	274	$43.6	9.0	49.8	14.5	112.2	0.25%
50	Richmond, VA	VA	589,980	303	$21.9	6.0	39.2	15.9	0.0	0.12%
51	Tucson, AZ	AZ	579,235	247	$29.8	8.5	59.2	16.0	0.0	0.17%
52	Nashville, TN	TN	573,294	484	$19.5	5.4	32.1	6.0	0.0	0.11%
53	El Paso, TX--NM	NM, TX	571,017	220	$26.1	7.7	62.9	13.6	0.0	0.15%
54	Austin, TX	TX	562,008	273	$67.5	16.4	106.6	30.3	0.0	0.38%
55	Hartford--Middletown, CT	CT	546,198	241	$36.4	9.9	77.8	17.8	34.6	0.21%
56	Omaha, NE--IA	IA, NE	544,292	193	$15.0	4.3	19.8	5.5	0.0	0.09%
57	Springfield, MA--CT	CT, MA	532,747	302	$20.1	6.2	36.5	12.9	0.0	0.11%
58	Akron, OH	OH	527,863	257	$23.5	6.1	24.2	7.5	0.0	0.13%
59	Albany--Schenectady--Troy, NY	NY	509,106	209	$26.9	6.2	45.4	10.9	0.0	0.15%
60	Tacoma, WA	WA	497,210	233	$53.2	12.8	103.5	14.3	34.3	0.30%
61	Albuquerque, NM	NM	497,120	226	$19.1	4.9	23.3	6.8	0.0	0.11%
62	Toledo, OH--MI	OH, MI	489,155	193	$16.8	3.8	22.6	4.4	1.0	0.10%
63	Oxnard--Venture, CA	CA	480,482	157	$11.8	2.8	25.2	4.7	68.2	0.07%
64	Tulsa, OK	OK	474,668	304	$11.5	4.7	16.9	2.8	0.0	0.07%
65	Charlotte, NC	NC	455,597	242	$25.0	6.7	56.4	11.9	0.0	0.14%
66	Fresno, CA	CA	453,388	133	$18.0	3.7	38.2	10.5	0.0	0.10%
67	New Haven--Meriden, CT	CT	451,486	188	$51.7	7.9	139.2	14.9	142.7	0.29%
68	Wilmington, DE--NJ--MD--PA	DE, MD, NJ, PA	449,616	188	$29.7	6.5	42.8	8.2	39.6	0.17%
69	Sarasota--Bradenton, FL	FL	444,385	193	$8.1	2.7	13.5	2.4	0.0	0.05%
70	Grand Rapids, MI	MI	438,336	223	$12.3	3.5	15.8	3.8	0.0	0.07%
71	Bridgeport--Milford, CT	CT	413,863	161	$36.3	5.8	115.0	8.8	41.5	0.21%
72	Allentown--Bethlehem--Easton, PA--NJ	PA, NJ	410,436	142	$12.7	4.5	18.4	4.0	0.0	0.07%
73	Charleston, SC	SC	393,956	251	$8.9	2.3	14.1	3.3	0.0	0.05%

(*) Unlinked Passenger Trips are not reported by UZA. The data were estimated for multi-UZA agencies.

Transit Data by Urbanized Area (Continued)

UZA Number	UZA Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Unlinked Passenger Trips (*) (Millions)	Directional Route Miles	Operating Expense (%)
74	Syracuse, NY	NY	388,918	134	$20.8	3.8	28.0	8.5	0.0	0.12%
75	Scranton--Wilkes-Barre, PA	PA	388,225	201	$7.8	1.9	17.8	4.5	0.0	0.04%
76	Baton Rouge, LA	LA	365,943	186	$6.0	2.2	12.3	4.2	0.0	0.03%
77	Youngstown--Warren, OH	OH	361,627	167	$4.4	1.1	3.3	1.2	0.0	0.02%
78	Colorado Springs, CO	CO	352,989	177	$8.4	3.7	18.3	3.7	0.0	0.05%
79	Wichita, KS	KS	338,789	145	$4.8	2.2	10.4	2.3	0.0	0.03%
80	Columbia, SC	SC	328,349	199	$6.0	2.1	7.6	2.9	0.0	0.03%
81	Flint, MI	MI	328,023	164	$16.6	5.9	25.4	6.5	0.0	0.09%
82	Worcester, MA--CT	CT, MA	315,666	139	$14.1	3.2	20.3	5.8	31.0	0.08%
83	Melbourne--Palm Bay, FL	FL	305,978	233	$5.4	3.5	15.1	0.7	0.0	0.03%
84	Raleigh, NC	NC	305,925	176	$9.1	2.8	19.3	3.9	0.0	0.05%
85	Little Rock--North Little Rock, AR	AR	305,353	199	$7.3	2.6	13.0	3.8	0.0	0.04%
86	Knoxville, TN	TN	304,466	219	$7.0	2.4	5.0	1.8	0.0	0.04%
87	Bakersfield, CA	CA	302,605	98	$10.0	2.9	16.8	5.1	0.0	0.06%
88	Mobile, AL	AL	300,912	229	$3.5	1.5	5.6	1.0	0.0	0.02%
89	Trenton, NJ--PA	NJ, PA	298,602	96	$22.0	3.7	54.7	6.1	7.6	0.12%
90	Chattanooga, TN--GA	GA, TN	296,955	257	$8.2	1.8	10.5	2.3	1.9	0.05%
91	Des Moines, IA	IA	293,666	160	$9.4	3.1	11.9	4.2	0.0	0.05%
92	Harrisburg, PA	PA	292,904	150	$8.3	1.9	11.9	3.2	22.0	0.05%
93	Jackson, MS	MS	289,285	217	$3.8	1.3	1.5	0.8	0.0	0.02%
94	Augusta, GA--SC	GA, SC	286,538	189	$2.6	0.9	4.5	1.5	0.0	0.01%
95	Spokane, WA	WA	279,038	114	$32.2	8.2	39.8	8.5	0.0	0.18%
96	Corpus Christi, TX	TX	270,006	156	$12.9	4.0	30.0	5.8	0.0	0.07%
97	Lansing--East Lansing, MI	MI	265,095	99	$14.5	3.3	17.9	4.4	0.0	0.08%
98	Davenport--Rock Island--Moline, IA--IL	IA, IL	264,018	146	$9.2	2.8	11.7	3.9	0.0	0.05%
99	McAllen--Edinburg--Mission, TX	TX	263,192	124	$0.0	0.0	0.0	0.0	0.0	0.00%
100	Stockton, CA	CA	262,046	74	$13.2	3.2	27.9	3.5	0.0	0.08%
101	Ogden, UT	UT	259,147	153	$12.1	3.6	20.2	4.6	0.0	0.07%
102	Shreveport, LA	LA	256,489	146	$6.0	2.2	17.7	4.3	0.0	0.03%
103	Pensecola, FL	FL	253,558	155	$4.5	1.6	8.8	1.8	0.0	0.03%
104	Fort Wayne, IN	IN	248,424	104	$5.3	1.1	4.5	1.5	0.0	0.03%
105	Greenville, SC	SC	248,173	148	$1.4	0.4	0.9	0.3	0.0	0.01%
106	Canton, OH	OH	244,576	109	$8.9	3.4	4.5	1.4	0.0	0.05%
107	Madison, WI	WI	244,336	98	$29.2	5.4	39.0	10.3	12.5	0.17%
108	Peoria, IL	IL	242,353	129	$7.3	1.7	10.0	1.9	0.0	0.04%
109	Fayetteville, NC	NC	241,763	137	$2.8	1.1	3.7	1.1	0.0	0.02%
110	South Bend--Mishawaka, IN--MI	IN, MI	237,932	120	$6.5	2.0	8.3	2.9	28.9	0.04%
111	Lawrence--Haverhill, MA--NH	MA, NH	237,362	110	$10.3	2.1	17.0	2.2	29.5	0.06%

(*) Unlinked Passenger Trips are not reported by UZA. The data were estimated for multi-UZA agencies.

Transit Data by Urbanized Area (Continued)

UZA Number	UZA Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Unlinked Passenger Trips (*) (Millions)	Directional Route Miles	Operating Expense (%)
112	Modesto, CA	CA	230,609	52	$6.1	1.8	10.9	3.2	0.0	0.03%
113	Lorain--Elyria, OH	OH	224,087	147	$1.8	0.8	1.2	0.2	0.0	0.01%
114	Ann Arbor, MI	MI	222,061	76	$14.7	3.7	13.9	4.2	0.0	0.08%
115	Anchorage, AK	AK	221,883	161	$12.6	2.9	17.1	3.4	0.0	0.07%
116	Daytone Beach, FL	FL	221,341	128	$7.9	3.8	15.0	3.2	0.0	0.05%
117	Lexington-Fayette, KY	KY	220,701	98	$5.1	1.7	2.6	0.7	0.0	0.03%
118	Columbus, GA--AL	GA, AL	220,698	132	$3.0	1.0	5.5	1.1	0.0	0.02%
119	Provo--Orem, UT	UT	220,556	100	$10.6	3.5	18.3	4.1	0.0	0.06%
120	Fort Myers--Cape Coral, FL	FL	220,552	124	$5.8	3.0	9.7	1.7	0.0	0.03%
121	Reno, NV	NV	213,747	93	$15.5	4.0	25.5	7.6	0.0	0.09%
122	Montgomery, AL	AL	210,007	156	$3.1	0.7	1.3	0.3	0.0	0.02%
123	Rockford, IL	IL	207,826	91	$5.5	1.4	9.6	2.5	0.0	0.03%
124	Durham, NC	NC	205,355	106	$13.1	4.1	24.2	6.3	0.0	0.07%
400	San Juan, PR	PR	1,221,086	198	$85.4	31.6	305.4	72.0	27.1	0.49%
			UZAs Over 200,000		**$16,677.4**	**2,730.3**	**39,992.8**	**7,814.6**	**10,518.3**	**94.07%**
			UZAs Under 200,000 and Non-UZAs		**$902.1**	**380.1**	**1,478.5**	**300.8**	**334.2**	**5.13%**
			TOTAL		**$17,579.5**	**3,110.5**	**41,471.3**	**8,115.1**	**10,850.5**	**100.00%**

(*) Unlinked Passenger Trips are not reported by UZA. The data were estimated for multi-UZA agencies.

Aggregate Data by Forms

Form 103 – Capital Funding (Millions of Dollars)

Line No.	Part A. Federal Government Sources	Funds	Funds	Total
01	Capital Program funds	$2,005.5		
02	Urbanized Area Formula Program Funds	$1,617.7		
03	Other FTA funds	$38.9		
04	**Total FTA Funds**		**$3,662.2**	
05	Funds received from other USDOT grant programs		$14.0	
06	Other Federal funds		$3.3	
07	**Total Federal Funds**			**$3,679.5 (*)**

	Part B. State and Local Sources	State Government Funds	Local Government Funds	Directly Generated Funds	
08	Funds allocated to transit out of General revenues of the Government entity	$251.8	$445.9		
09	Income taxes	$0.1	$3.1	$0.0	
10	Sales taxes	$55.4	$284.6	$261.7	
11	Property taxes	$1.2	$38.8	$4.1	
12	Gasoline taxes	$32.0	$5.8	$0.0	
13	Other taxes	$81.5	$2.9	$58.5	
14	Bridges, tunnels and highway tolls	$24.9	$7.6	$2.6	
15	Other dedicated funds	$130.2	$14.7	$57.0	
16	Other funds	$298.2	$165.6	$1,502.8	
17	**Total State, Local and Directly Generated Funds**	**$875.3**	**$969.1**	**$1,886.6**	**$3,731.0**
18	**Total Capital Funds Applied to Transit Agency**				**$7,410.5 (**)**

Part C. Uses of Capital Funds

	Mode	Rolling Stock	Facilities	Other	Total
19	Automated Guideway	$5.3	$8.7	$10.2	$24.1
20	Bus	$1,259.2	$765.2	$341.1	$2,365.5
21	Cable Car	$0.0	$1.5	$0.0	$1.6
22	Commuter Rail	$357.6	$933.2	$111.4	$1,402.2
23	Demand Response	$65.9	$16.6	$14.3	$96.8
24	Ferryboat	$86.5	$35.9	$1.3	$123.7
25	Heavy Rail	$444.5	$1,607.1	$299.1	$2,350.8
26	Inclined Plane	$0.0	$0.0	$0.2	$0.2
27	Light Rail	$207.9	$703.6	$52.2	$963.7
28	Publico	$0.0	$1.4	$0.0	$1.4
29	Vanpool	$11.6	$1.6	$0.3	$13.6
30	**Total Capital Expenditures**	**$2,461.6**	**$4,114.3**	**$834.6**	**$7,410.5**

(*) Does not include capital funds used to pay for operating expenses ($307 million).
(**) Total capital funds applied amounts to $7,777.5 million with the inclusion of Federal capital assistance used to pay for operating expenses.

Form 203 -- Operating Funding Page 1 of 2 (Millions of Dollars)

Line No..	Operating Funds Applied to Transit Agency		
	Part A. Sources of Directly Generated Funds	**Funds**	**Total**
	I. Passenger fares		
01	1. Full adult fares	< – >	
02	2. Senior citizen fares	< – >	
03	3. Student fares	< – >	
04	4. Park and ride—parking revenue only	< – >	
05	5. Special ride fares	< – >	
06	**Total Passenger Funds**		**$6,791.4**
07	II. Special transit fares		$94.0
08	**Total Passenger Fares for Directly Operated Transit Service (*)**		**$6,885.4**
09	III. Purchased transportation fare revenues (*)		$483.9
10	IV. School bus service funds		$1.7
11	V. Freight tariffs		$0.7
12	VI. Charter service funds		$30.0
13	VII. Auxiliary transportation funds		$263.3
	VIII. Non-transportation funds		
14	1. Investment funds	< – >	
15	2. Other non-transportation funds	< – >	
16	**Total Non-Transportation Funds**		**$562.4**
	IX. Funds dedicated to transit at their source		
	Dedicated taxes		
17	1. Income taxes		$0.3
18	2. Sales taxes		$1,151.6
19	3. Property taxes		$263.4
20	4. Gasoline taxes		$10.5
21	5. Other taxes		$116.1
22	Bridge, tunnel and highway tolls		$197.9
23	Other dedicated taxes		$3.5
24	X. Revenue accrued through a purchased transportation agreement (**)		$474.7
	XI. Contributed services		
25	1. State and local government	$57.3	
26	2. Contra account for expenses	($57.3)	
27	Net contributed services		0
28	XII. Subsidy from other sectors of operations		$212.4
29	**Total Directly Generated Funds (*)**		**$10,657.8**

(*) Includes some double-counting. Private providers reporting from a directly operated perspective report fares for directly operated service; the public agencies buying the services also report these fares under purchased transportation fare revenues.

(**) Revenues accrued through a purchased transportation agreement are reported by private providers under contract to public agencies and filing separate reports. It includes all funds received by these providers net of fare revenues. These funds are also reported by the public agencies contracting the purchased services.

Form 203 -- Operating Funding Page 2 of 2 (Millions of Dollars)

Line No.				
30	**Total Directly Generated Funds**—from page 1			$10,657.8
Line No.	**Operating Funds Applied to Transit Agency**		**Funds**	**Total**
	Part B. Federal Government Sources			
	I. Funds from FTA Urbanized Area Formula Program			
31	– Operating Assistance		$300.2	
	II. Funds from FTA Urbanized Area Formula Program			
32	– Capital Assistance		$358.4	
	III Funds from other Federal programs – Operating			
33	Assistance		$74.1	
	III Funds from other Federal programs – Capital			
34	Assistance		$8.6	
35	**Total Federal Funds**			$741.3
	Part C. State and Local Government Sources	**State Government Funds**	**Local Government Funds**	
	I. Funds allocated to transit out of the general revenues			
36	of the government entity	1,657.0	$1,700.8	
	II. Funds dedicated to transit at their source			
	Dedicated taxes			
37	1. Income taxes	$128.1	$202.7	
38	2. Sales taxes	$359.9	$1,439.2	
39	3. Property taxes	$32.0	$96.5	
40	4. Gasoline taxes	$361.6	$59.5	
41	5. Other taxes	$576.1	$202.3	
42	Bridge, tunnel and highway tolls	$10.2	$1.8	
43	Other dedicated funds	$221.0	$45.1	
44	III. Other funds	$473.3	$158.1	
45	**Total State and Local Funds**	**$3,819.1**	**$3,906.2**	**$7,725.3**
46	**Total Operating Funds Applied to Transit Agency (*)**			**$19,124.3**
	Passenger Fare Revenues Earned			
	Part D. Passenger Fares Revenues		**Fares**	**Total**
	Mode Code			
47			< – >	
48			< – >	
49			< – >	
50			< – >	
51			< – >	
52			< – >	
53			< – >	
54			< – >	
55	**Total Passenger Fare Revenues**			**$6,941.8**

(*) Includes some double-counting. After elimination of double-counting, total funding amounts to $18,279.6 in 1998 with exclusion of capital funds used to pay for operating expenses.

Form 301 -- Operating Expenses (*) (Millions of Dollars)

Line No.	Expense Object Class	Vehicle Operations 010	Vehicle Maintenance 041	Non-Vehicle Maintenance 041	General Administration 160	Total Expenses for Period	Line No.
	501. Labor						
01	01 Operators' salaries and wages	$3,548.0	$7.6	$4.9	$2.2	$3,563.0	01
02	02 Other salaries and wages	$1,162.1	$1,626.8	$1,073.7	$1,111.7	$4,972.8	02
03	**502. Fringe Benefits**	**$2,425.9**	**$860.9**	**$593.1**	**$619.4**	**$4,499.0**	03
04	**503. Services**	**$225.9**	**$125.6**	**$168.1**	**$562.7**	**$1,082.2**	04
	504. Materials and Supplies						
05	01 Fuel and lubricants	$377.2	$15.2	$1.6	$0.9	$394.9	05
06	02 Tires and tubes	$66.9	$0.9	$0.0	$0.1	$67.9	06
07	99 Other materials and supplies	$79.8	$792.8	$229.0	$142.7	$1,244.3	07
08	**505. Utilities**	**$411.9**	**$16.0**	**$53.2**	**$161.6**	**$642.7**	08
09	**506. Casualty and Liability Costs**	**$0.5**	**$33.3**	**$5.2**	**$398.9**	**$437.9**	09
10	**507. Taxes**	**$18.0**	**$4.0**	**$0.3**	**$13.3**	**$35.6**	10
	508. Purchased Transportation						
11	01 In report	$833.9	$177.2	$40.6	$229.8	$1,281.4	11
12	02 Filing separate report (**)	$479.9	$14.4	$3.2	$57.7	$555.2	12
13	**509. Miscellaneous Expenses**	**$48.3**	**$17.7**	**$25.0**	**$172.8**	**$263.8**	13
14	**510 Expense Transfers**	**($115.4)**	**($100.3)**	**($332.4)**	**($357.5)**	**($905.6)**	14
15	**Total Transit Agency Expenses (†)**	**$9,561.4**	**$3,592.2**	**$1,865.4**	**$3,116.2**	**$18,135.2**	15
15a	**ADA-Related Expenses (DR only) (‡)**					**$821.6**	15a

(*) Operating expenses excluding reconciling items (depreciation, interest expense, leases & rentals, etc.)

(**) Distribution of expenses by function does not reflect the real share of each function.

(†) Includes double-counting. Total expense by function and total must be calculated by subtracting from line 15, purchased transportation filing a separate report (line 12). After elimination of double-countings, the figures are:

- Vehicle operations: $9,081.5
- Vehicle Maintenance: $3,577.8
- Non-Vehicle Maintenance: $1,862.2
- General Administration: $3,058.5
- Total Expense: $17,580.0

(‡) ADA expense includes demand response only.

Form 321 – Operators' Wages (*)

Line No.	Time Classification	Dollars (Millions)	Hours (Thousands)
	1. Operating Time		
01	01 Report time – turn-in time, breaks and allowances	$138.3	7,954.7
02	02 Platform time – line service	$2,314.8	138,113.2
03	03 Platform time – charter and special	$12.9	881.4
04	04 Travel and intervening time	$76.1	4,271.8
05	05 Minimum guarantee time – call out, daily and weekly	$33.3	2,149.3
06	06 Overtime premium – scheduled and unscheduled	$144.7	15,639.2
07	07 Spread time premium	$36.3	3,685.1
08	08 Shift premium and other operating time	$29.9	6,637.9
09	**Total Operating Time**	$2,786.1	
	2. Non-Operating Paid Work Time		
10	01 Stand-by time	$50.1	2,864.4
11	02 Other non-operating paid work time	$133.5	8,139.0
12	**Total Non-Operating Paid Work Time**	$183.6	
13	**Total Operating and Non-Operating Time**	$2,969.7	

(*) Reported by agencies which directly operate more than 100 vehicles per mode in maximum annual service.

Form 331 – Fringe Benefits (*) (Millions of Dollars)

Line No.	Fringe Benefit Object Classes	Employer Total
	502. Fringe Benefits	
01	01 FICA or railroad retirement and/or PERS	$845.1
02	02 Pension plans (including long-term disability insurance)	$637.3
03	03 Hospital, medical and surgical plans	$949.4
04	04 Dental plans	$47.9
05	05 Life insurance plans	$20.9
06	06 Short-term disability insurance plans	$11.5
07	07 Unemployment insurance	$14.0
08	08 Workers' compensation insurance or Federal Employees Liability Act Contribution	$315.3
09	09 Sick leave	$209.2
10	10 Holiday (including all premiums paid for work on holidays)	$290.1
11	11 Vacation	$599.3
12	12 Other paid absence (bereavement pay, military pay, jury duty pay, etc.)	$71.4
13	13 Uniform and work clothing allowances	$36.6
14	14 Other fringe benefits	$175.6
15	**Total Fringe Benefits**	$4,223.6

(*) Reported by agencies which directly operate more than 100 vehicles in annual maximum service.

Form 402 – Revenue Vehicle Maintenance and Energy (*)

Line No.	Revenue Vehicle System Failures			Number of Failures
	Major Systems			
01	Does not complete vehicle trip			270,040
02	Complete vehicle trip			125,846
	Minor Systems			
03	Does not complete vehicle trip			129,156
04	Complete vehicle trip			193,750
05	Total Revenue Vehicle System Failures			721,664
06	**Total Labor Hours for Inspection and Maintenance**			**59,425,636**
	Maintenance Facilities	**Owned Facilities**	**Leased Facilities**	**Total Facilities**
	Number of General Purpose Facilities			
07	Serving under 200 vehicles	567	N/A	N/A
08	Serving 200 – 300 vehicles	94	N/A	N/A
09	Serving more than 300 vehicles	31	N/A	N/A
10	Number of Heavy Maintenance Facilities	48	N/A	N/A
11	**Total Maintenance Facilities**	**739**	**N/A**	**N/A**
	Energy Consumption			**Total Units Consumed (Thousands)**
12	Kilowatt hours of propulsion power (applies to: AG, CC, CR, HR, LR, IP, MO, TB, TR)			4,960,931
13	Kilowatt hours to charge batteries (applies to: DR, JT, MB, PB, VP)			629
14	Gallons of diesel fuel			560,448
15	Gallons of gasoline			11,976
16	Gallons of liquefied petroleum gas (LPG)			2,645
17	Gallons of liquefied natural gas (LNG)			3,318
18	Gallons of methanol			800
19	Gallons of ethanol			2,730
20	Gallons of compressed natural gas (CNG)			28,800
21	Gallons of bunker fuel			0
22	Gallons of kerosene			507
23	Gallons of grain additive fuel			0
24	Gallons of other fuel			131

(*) Data for directly operated service only.

Form 403 – Transit Way Mileage

Line No.	Guideway Classification	Directional Route Miles	Miles of Track	Number of Crossings
	Rail Modes			
	At grade:			
01	Exclusive right-of-way	4,541.9	5,117.9	
02	With cross traffic	2,445.6	2,616.4	2,991
03	Mixed and cross traffic	110.1	221.5	2,062
04	Elevated-on-structure	489.9	577.3	
05	Elevated-on-fill	441.9	591.8	
06	Open-cut	119.9	158.8	
07	Subway	654.8	821.6	
08	**Total**	**8,804.1**	**10,105.3**	**5,053**
09	Average Monthly (*)	–		
10	Stations		2,721	
10a	[ADA accessible]		1,070	
	Non-Rail Modes		**Average Monthly DRM (*)**	
11	Exclusive right-of-way	1,628.7 (**)	–	
12	Controlled access right-of-way	1,218.2 (**)	–	
13	Mixed traffic right-of-way	186,124.3		
14	**Total**	188,971.3	–	

(*) Used for funding purposes only
(**) Includes some double-counting. Fixed guideway segments used by more than one NTD reporter are reported by each reporter in this form.

Form 404 – Transit Agency Employee (*)

Line No.	Labor Classifications	Employee Work Hours (Thousands)	Actual Person Count	
			Full Time Employees	Part Time Employees
	502. Labor			
01	011 Transportation administration and support	< – >	< – >	< – >
02	030 Revenue vehicle operation	< – >	< – >	< – >
03	151 Ticketing and fare collection	< – >	< – >	< – >
04	161 System security	< – >	< – >	< – >
05	010 Vehicle operations	263,767.2	124,932.1	13,037.5
06	041 Vehicle maintenance	83,138.6	42,450.3	414.2
07	042 Non-vehicle maintenance	47,503.6	25,160.7	135.3
08	160 General administration	43,081.0	22,134.6	1,281.7
09	**Total Operating Labor**	**437,490.4**	**214,677.7**	**14,868.7**
10	**Total Capital Labor**	**19,328.4**	**9,846.1**	**51.5**
11	**Total Labor**	**456,818.9**	**224,523.8**	**14,920.2**

(*) Data for directly operated service only.

Form 405 – Transit Safety and Security Page 1 of 2

Line No.	Safety Items	Incidents	Fatalities			Injuries		
			Patrons	Employees	Others	Patrons	Employees	Others
	Collisions							
01	Collisions with other vehicles	22,350	19	3	61	13,150	2,632	4,317
01a	(at grade crossings)	172	2	1	12	126	17	17
02	Collisions with objects	3,125	1	1	1	797	241	69
02a	(at grade crossings)	13	0	0	0	3	0	5
03	Collisions with people	1,372	41	0	151	350	164	693
03a	(at grade crossings)	24	0	0	14	1	0	7
03b	(attempted/successful suicides)	90	15	0	51	21	6	4
	Non-Collisions							
04	Derailments/buses going off road	166	1	0	0	142	13	2
	Personal Casualties							
05	Parking facility	1,030	4	1	0	110	907	12
06	Inside vehicle	12,461	13	0	0	11,420	2,850	46
07	On right-of-way	3,701	7	3	1	436	3,283	66
08	Boarding and alighting vehicle	8,176	5	0	1	7,584	772	38
08a	(associated with lifts)	386	0	0	0	324	74	2
09	In stations/bus stops	8,186	6	0	0	6,333	1,890	149
09a	(associated with escalators)	1,069	0	0	0	1,069	29	4
09b	(associated with elevators)	189	0	0	0	203	8	0
	Non-Arson Fires (no thresholds)							
10	In vehicles	895	0	1	0	59	39	0
11	In stations	1,047	0	0	0	3	48	0
12	Right-of-way and others	1,920	8	0	0	5	37	0
13	**Total Transit Property Damage**	$68,417,455						

Form 405 – Transit Safety and Security Page 2 of 2 (*)

Line No.	Security Items	Incidents		
	Part I. Offenses (Reports)	**In Vehicle**	**In Station**	**Other Transit Property**
	Violent Crime			
	Homicide			
01	Patrons	2	6	4
02	Employees	29	0	1
03	Others	7	1	1
	Forcible rape			
04	Patrons	4	22	9
05	Employees	2	1	2
06	Others	1	2	4
	Robbery			
07	Patrons	417	2,626	316
08	Employees	120	20	13
09	Others	3	83	86
	Aggravated assault			
10	Patrons	556	938	143
11	Employees	478	111	26
12	Others	6	18	38
	Property Crime			
13	Burglary	24	225	242
	Larceny/theft			
14	Patrons	1,945	5,010	2,425
15	Employees	443	491	380
16	Others	229	531	376
	Motor vehicle theft			
17	Patrons	12	394	1,620
18	Employees	10	18	54
19	Others	6	67	44
20	Arson	17	18	25
	Part II. Offenses (Arrests)			
21	Other assaults	1,361	1,120	306
22	Vandalism	1,840	3,989	742
23	Sex offenses	168	608	186
24	Drug abuse violations	510	2,138	1,144
25	Driving under the influence	33	30	113
26	Drunkenness	8,444	3,207	992
27	Disorderly conduct	7,090	7,247	1,560
28	Trespassing	593	2,203	3,253
29	Fare evasion	17,442	41,240	174
30	Curfew and loitering laws	134	869	158
31	**Total Transit Property Damage**	**$10,843,374**		

(*) Reported by agencies in urbanized areas over 200,000 population.

Form 406 – Transit Agency Service

Line No.	Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total	Line No.
		AM Peak	Midday	PM Peak	Other					
	Maximum Service Vehicles									
01	Vehicles operated in maximum service								79,948	01
02	Vehicles available for maximum service								100,346	02
	Periods of Service									
03	Time service begins	–	–	–		–	–	–		03
04	Time service ends	–	–	–		–	–	–		04
	Service Supplied (Non-Rail Modes)									
05	Number of vehicles in operation (*)	–	–	–	–	63,676	26,905	15,953		05
06	Total actual vehicle miles (Thousands)	< –	< –	< –	< –	8,377.2	4,052.6	2,383.3	2,476,345.1	06
07	Total actual vehicle hours (Thousands)	< –	< –	< –	< –	604.1	310.7	186.7	180,311.2	07
08	Total actual vehicle revenue miles (Thousands) (**)	< –	< –	< –	< –	7,211.4	3,620.4	2,115.9	2,138,488.3	08
09	Total actual vehicle revenue hours (Thousands)	< –	< –	< –	< –	536.5	282.8	169.3	160,748.4	09
10	Total scheduled vehicle revenue miles (Thousands)	< –	< –	< –	< –	5,576.9	3,105.8	1,819.7	1,683,646.6	10
11	Charter service hours (Thousands) (†)								459.2	11
12	School bus hours (Thousands) (†)								34.6	12
	Service Supplied (Rail Modes)									
13	Number of trains in operation (*)	–	–	–	–	2,471	1,450	1,242		13
14	Number of passenger cars in operation (*)	–	–	–	–	13,440	6,950	5,796		14
15	Total actual train miles (Thousands)	< –	< –	< –	< –	512.5	318.0	269.3	162,571.6	15
16	Total actual train hours (Thousands)	< –	< –	< –	< –	25.2	16.2	13.7	8,080.7	16
17	Total actual train revenue miles (Thousands)	< –	< –	< –	< –	489.0	308.6	261.8	156,012.7	17
18	Total actual train revenue hours (Thousands)	< –	< –	< –	< –	23.2	15.1	12.7	7,453.4	18
19	Total actual passenger car miles (Thousands)	< –	< –	< –	< –	2,781.2	1,577.5	1,338.5	870,609.0	19
20	Total actual passenger car revenue miles (Thousands)	< –	< –	< –	< –	2,646.7	1,528.9	1,301.4	831,946.2	20
21	Total scheduled passenger car revenue miles (Thousands)	< –	< –	< –	< –	2,701.6	1,607.2	1,334.7	846,313.0	21
22	Total actual passenger car hours (Thousands)	< –	< –	< –	< –	128.2	80.7	63.3	40,416.4	22
23	Total actual passenger car revenue hours (Thousands)	< –	< –	< –	< –	117.3	75.2	59.0	37,074.8	23
	Service Consumed									
24	Unlinked passenger trips (Thousands)	< –	< –	< –	< –	27,063.0	14,147.7	8,838.1	8,115,118.4	24
24a	ADA-related unlinked passenger trips (Thousands) (DR only) (‡)					–	–	–	40,120.9	24a
25	Passenger miles (Thousands)					139,958.0	67,890.5	43,588.8	41,605,038.7	25
	Service Operated (Days)					**Weekdays**	**Saturdays**	**Sundays**	**Annual Total**	
26	Days schedule operated					267,289	45,960	28,237	341,486	26
27	Days not operated due to strikes					51	9	9	69	27
28	Days not operated due to officially declared emergencies					80	13	9	102	28

(*) Reported for average Weekdays, Saturdays, and Sundays only.
(**) Total actual vehicle revenue miles is greater than total scheduled vehicle revenue miles (line 10) because, by definition, modes such as demand response, vanpool, jitney, etc. do not operate with fixed schedules (line 8).
(†) Data available for annual total only.

(‡) ADA-related unlinked passenger trips reported for demand response service only.

Data Used to Compile Graphics

Transit in the U.S.

Vehicle Revenue Miles (Millions) by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
1991	1,552.9	197.9	185.8	508.3	26.6	11.0	16.8	2,499.3
1992	1,559.3	199.9	208.6	509.7	27.8	15.0	17.2	2,537.5
1993	1,578.3	203.4	243.4	505.2	26.9	19.1	16.8	2,593.2
1994	1,585.8	209.5	272.8	516.0	33.3	22.5	39.6	2,679.5
1995	1,590.8	217.8	297.3	521.8	33.9	22.3	48.5	2,732.4
1996	1,577.3	221.4	307.9	527.8	36.7	32.9	46.6	2,750.6
1997	1,605.7	229.6	350.1	539.7	39.8	40.0	48.4	2,853.3
1998	1,652.5	238.3	388.6	549.2	42.3	53.3	46.4	2,970.4
% Change	6.4%	20.4%	109.1%	8.1%	59.1%	383.8%	175.7%	18.8%

Unlinked Passenger Trips (Millions) by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
1991	4,825.5	323.8	42.4	2,167.0	183.6	3.2	192.6	7,738.1
1992	4,748.5	313.5	45.4	2,207.2	187.4	4.0	190.2	7,696.2
1993	4,638.5	320.8	52.0	2,045.6	187.5	5.4	183.0	7,432.7
1994	4,629.4	339.0	54.1	2,169.4	282.2	5.8	221.9	7,701.6
1995	4,579.1	343.5	54.9	2,033.5	249.3	6.1	237.3	7,503.7
1996	4,505.6	352.2	54.5	2,156.9	258.7	7.9	228.7	7,564.6
1997	4,602.0	357.2	60.0	2,429.5	259.4	9.3	236.8	7,954.2
1998	4,753.7	380.6	66.1	2,392.8	272.9	10.5	238.4	8,115.1
% Change	-1.5%	17.5%	55.8%	10.4%	48.6%	231.4%	23.8%	4.9%

Distribution of Vehicle Revenue Miles

	1991		1998	
	Vehicle Revenue Miles	%	Vehicle Revenue Miles	%
Bus	1552.9	62.1%	1652.5	55.6%
Commuter Rail	197.9	7.9%	238.3	8.0%
Demand Response	185.8	7.4%	388.6	13.1%
Heavy Rail	508.3	20.3%	549.2	18.5%
Light Rail	26.6	1.1%	42.3	1.4%
Vanpool	11.0	0.4%	53.3	1.8%
Other	16.8	0.7%	46.4	1.6%
Total	2499.3		2970.5	

Distribution of Unlinked Passenger Trips

	1991		1998	
	Unlinked Passenger Trips	%	Unlinked Passenger Trips	%
Bus	4825.5	62.4%	4753.7	58.6%
Commuter Rail	323.8	4.2%	380.6	4.7%
Demand Response	42.4	0.5%	66.1	0.8%
Heavy Rail	2167.0	28.0%	2392.8	29.5%
Light Rail	183.6	2.4%	272.9	3.4%
Vanpool	3.2	0.0%	10.5	0.1%
Other	192.6	2.5%	238.4	2.9%
Total	7738.1		8115.0	

Relative Impact of the Data by UZA Size Group – 1998

Item	UZAs with Less Than 200,000 Population	UZAs with More Than 200,000 and Less Than 1 Million Population	UZA with More Than 1 Million Population
Uses of Capital - Non-Rolling Stock	1.6%	5.1%	93.3%
Passenger Fares	1.9%	5.7%	92.5%
Capital Funds	2.6%	6.9%	90.5%
Unlinked Trips	3.0%	8.6%	88.4%
Operating Funding	3.4%	9.1%	87.5%
Uses of Capital - Rollling Stock	4.8%	11.4%	83.7%
Vehicle Revenue Hours	6.7%	14.6%	78.7%
Vehicles Operated in Maximum Service	8.8%	15.9%	75.3%

Operating Costs of Transit and Performance Measures

Total Operating Expense 1991 – 1998

Year	Total Operating Expense (Millions of Dollars)
1991	$15,404.0
1992	$15,499.0
1993	$15,473.0
1994	$16,320.0
1995	$16,181.6
1996	$16,301.9
1997	$16,962.0
1998	$17,580.0
% Change	14.1%

Operating Expense by Mode 1991 – 1998

Year	Bus (Millions)	Commuter Rail (Millions)	Demand Response (Millions)	Heavy Rail (Millions)	Light Rail (Millions)	Vanpool (Millions)	Other (Millions)	Total (Millions)
1991	$8,330.0	$2,175.0	$443.0	$3,841.0	$290.0	$5.3	$319.7	$15,404.0
1992	$8,625.0	$2,170.0	$500.0	$3,555.1	$307.2	$10.1	$331.9	$15,499.3
1993	$8,514.0	$2,079.9	$540.1	$3,668.6	$314.1	$13.6	$342.8	$15,473.0
1994	$8,860.0	$2,227.8	$633.9	$3,786.2	$411.6	$14.9	$386.1	$16,320.0
1995	$8,972.2	$2,206.7	$689.5	$3,522.9	$375.2	$17.0	$398.0	$16,181.6
1996	$8,995.3	$2,294.0	$750.1	$3,401.9	$440.3	$17.8	$402.5	$16,301.9
1997	$9,421.9	$2,274.7	$872.5	$3,473.7	$471.4	$22.7	$426.4	$16,962.0
1998	$9,712.9	$2,355.2	$995.2	$3,529.6	$493.0	$28.4	$465.5	$17,580.0
% Change	16.6%	8.3%	124.7%	-8.1%	70.0%	432.1%	45.6%	14.1%

Operating Expense by Function and Object Class—1998

Function		
	Operating Expense (Millions of Dollars)	%
Vehicle Operations	$9,081.6	51.7%
Vehicle Maintenance	$3,577.8	20.4%
Non-Vehicle Maintenance	$1,862.2	10.6%
General Administration	$3,058.5	17.4%
Total	$17,580.1	

Operating Expense by Function and Object Class—1998 (Continued)

Object Class-Directly Operated Service		
	Operating Expense (Millions of Dollars)	%
Salaries	$8,535.8	51.3%
Fringe Benefits	$4,499.0	27.0%
Services	$1,082.1	6.5%
Materials and Supplies	$1,707.1	10.3%
Utilities	$642.7	3.9%
Other	$168.3	1.0%
Total	$16,635.1	

Operating Expense per Unlinked Passenger Trip by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	$1.7	$6.7	$10.4	$1.8	$1.6	$1.7	$1.7
1992	$1.8	$6.9	$11.0	$1.6	$1.6	$2.5	$1.7
1993	$1.8	$6.5	$10.4	$1.8	$1.7	$2.5	$1.9
1994	$1.9	$6.6	$11.7	$1.7	$1.5	$2.6	$1.7
1995	$2.0	$6.4	$12.6	$1.7	$1.5	$2.8	$1.7
1996	$2.0	$6.5	$13.8	$1.6	$1.7	$2.3	$1.8
1997	$2.0	$6.4	$14.5	$1.4	$1.8	$2.4	$1.8
1998	$2.0	$6.2	$15.1	$1.5	$1.8	$2.7	$2.0
% Change	18.4%	-7.9%	44.2%	-16.8%	14.4%	60.6%	17.6%

Operating Expense per Vehicle Revenue Hour by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	$68.9	$368.6	$33.1	$177.0	$138.1	$16.4	$147.1
1992	$70.7	$374.1	$33.6	$152.6	$146.3	$22.9	$153.8
1993	$69.4	$346.7	$32.0	$148.5	$165.3	$23.3	$162.1
1994	$72.0	$359.3	$32.3	$151.4	$178.9	$22.5	$109.2
1995	$72.7	$339.5	$33.6	$139.8	$163.2	$27.0	$85.2
1996	$73.3	$342.4	$35.1	$133.4	$176.1	$19.6	$96.0
1997	$75.6	$334.5	$36.7	$133.1	$181.3	$21.2	$84.8
1998	$75.6	$325.4	$37.5	$131.7	$181.0	$20.3	$98.5
% Change	9.8%	-11.7%	13.6%	-25.6%	31.1%	23.9%	-33.0%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	39.9	54.9	3.2	99.9	87.4	9.7	88.6
1992	38.9	54.1	3.0	94.7	89.3	9.1	88.1
1993	37.8	53.5	3.1	92.8	98.7	9.2	86.5
1994	37.6	54.7	2.8	86.8	122.7	8.8	62.7
1995	37.1	52.8	2.7	80.7	108.4	9.7	50.8
1996	36.7	52.6	2.5	84.6	103.5	8.6	54.6
1997	36.9	52.5	3.7	93.1	99.8	8.7	47.1
1998	37.0	52.6	2.5	89.3	100.2	7.5	50.5
% Change	-7.3%	-4.2%	-21.0%	-10.6%	14.6%	-22.8%	-43.0%

Quality of Transit Service

Passenger Fatalities per Million Passenger Miles by Mode 1991 – 1998

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1991	0.0017	0.0058	0.0295	0.0091	0.0061	0.0037
1992	0.0028	0.0076	0.0000	0.0076	0.0014	0.0000
1993	0.0010	0.0061	0.0158	0.0074	0.0043	0.0000
1994	0.0025	0.0052	0.0076	0.0071	0.0024	0.0000
1995	0.0008	0.0001	0.0025	0.0069	0.0012	0.0000
1996	0.0014	0.0032	0.0102	0.0060	0.0000	0.0010
1997	0.0009	0.0002	0.0075	0.0057	0.0000	0.0000
1998	0.0020	0.0023	0.0117	0.0034	0.0009	0.0009
% Change	14.0%	-60.2%	-60.4%	-62.3%	-85.2%	-76.0%

Distribution of Fatalities—1998

	Number of Fatalities	%
Passengers	105	31.9%
Employees	9	2.7%
Other	215	65.3%
Total	329	

ADA Lift- or Ramp-Equipped Buses 1993 – 1998

	Large Buses			Medium Buses		
Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	46,413	23,338	50.3%	3,542	1,911	54.0%
1994	46,979	24,398	51.9%	3,693	2,153	58.3%
1995	46,355	27,420	59.2%	3,879	2,561	66.0%
1996	45,587	29,073	63.8%	4,233	3,081	72.8%
1997	45,502	29,684	65.2%	5,136	4,143	80.7%
1998	46,188	33,512	72.6%	5,929	5,150	86.9%
% Change	-0.5%	43.6%	44.3%	67.4%	169.5%	61.0%

	Small Buses			Articulated Buses		
Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	3,964	3,146	79.4%	1,807	693	38.4%
1994	4,738	3,795	80.1%	1,613	719	44.6%
1995	5,372	4,539	84.5%	1,716	861	50.2%
1996	5,998	5,269	87.8%	1,551	893	57.6%
1997	6,853	6,194	90.4%	1,484	911	61.4%
1998	7,147	6,545	91.6%	1,566	1,071	68.4%
% Change	80.3%	108.0%	15.4%	-13.3%	54.5%	78.3%

	Total		
Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	55,726	29,088	52.2%
1994	57,023	31,065	54.5%
1995	57,322	35,381	61.7%
1996	57,369	38,316	66.8%
1997	58,975	40,932	69.4%
1998	60,830	46,278	76.1%
% Change	9.2%	59.1%	45.7%

Funding Transit Operations

Operating Funding 1991 – 1998

Year	Federal Operating Assistance	Total Operating Funding (Millions)	Federal Operating Assistance (%)
1991	$821.5	$15,234.7	5.4%
1992	$850.0	$15,943.7	5.3%
1993	$913.0	$16,757.9	5.4%
1994	$861.5	$17,344.7	5.0%
1995	$767.8	$17,174.3	4.5%
1996	$553.6	$17,623.5	3.1%
1997	$604.5	$17,931.4	3.4%
1998	$374.3	$18,279.6	2.0%
% Change	-54.4%	20.0%	-66.7%

Total Federal Operating Assistance per Passenger by Urbanized Area Size 1991 – 1998

Year	UZAs Over 1 Million	UZAs with More Than 200,000 and Less Than 1 Million	UZAs Under 200,000	Total
1991	$0.09	$0.25	$0.40	$0.11
1992	$0.09	$0.24	$0.42	$0.11
1993	$0.10	$0.25	$0.43	$0.12
1994	$0.09	$0.24	$0.44	$0.11
1995	$0.08	$0.23	$0.44	$0.10
1996	$0.05	$0.17	$0.37	$0.07
1997	$0.06	$0.15	$0.30	$0.08
1998	$0.03	$0.10	$0.35	$0.05
% Change	-66.7%	-60.3%	-12.5%	-54.5%

Federal Operating Assistance per Passenger by Urbanized Area Size 1991 – 1998

UZAs with More Than 1 Million Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	$589.7	6,804.6	$0.09
1992	$586.7	6,775.9	$0.09
1993	$641.9	6,511.9	$0.10
1994	$591.9	6,778.7	$0.09
1995	$511.0	6,594.4	$0.08
1996	$354.8	6,688.4	$0.05
1997	$418.0	7,029.8	$0.06
1998	$220.9	7,172.8	$0.03
% Change	-62.5%	5.4%	-64.5%

UZAs with Less Than 200,000 Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	$91.7	227.9	$0.40
1992	$97.0	232.1	$0.42
1993	$102.5	236.8	$0.43
1994	$105.1	237.2	$0.44
1995	$101.3	228.9	$0.44
1996	$88.3	236.1	$0.37
1997	$81.3	268.6	$0.30
1998	$86.3	248.3	$0.35
% Change	-5.9%	9.0%	-13.6%

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	$168.6	674.9	$0.25
1992	$165.4	687.7	$0.24
1993	$168.7	684.0	$0.25
1994	$164.5	685.7	$0.24
1995	$155.6	667.8	$0.23
1996	$110.5	640.1	$0.17
1997	$105.2	683.9	$0.15
1998	$67.0	694.0	$0.10
% Change	-60.3%	2.8%	-61.3%

Recovery Ratio (Fare Revenues per Total Operating Expense) 1991 – 1998

Year	Fare Revenues (Millions)	Total Operating Expense (Millions)	Recovery Ratio (%)
1991	$5,599.4	$15,404.0	36.4%
1992	$5,697.3	$15,499.0	36.8%
1993	$6,117.1	$15,472.7	39.5%
1994	$6,466.4	$16,319.8	39.6%
1995	$6,478.9	$16,181.6	40.0%
1996	$6,964.8	$16,301.9	42.7%
1997	$7,126.7	$16,963.3	42.0%
1998	$7,276.5	$17,580.0	41.4%
% Change	30.0%	14.1%	

Recovery Ratio by Urbanized Area Size 1991 – 1998

UZAs with More Than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	$5,200.6	$13,732.2	37.9%
1992	$5,297.0	$13,749.1	38.5%
1993	$5,685.3	$13,661.1	41.6%
1994	$6,017.6	$14,385.9	41.8%
1995	$6,027.4	$14,221.9	42.4%
1996	$6,482.5	$14,308.5	45.3%
1997	$6,588.7	$14,769.3	44.6%
1998	$6,706.0	$15,257.6	44.0%
% Change	28.9%	11.1%	

UZAs with Less Than 200,000 Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	$93.3	$439.0	21.3%
1992	$96.7	$460.2	21.0%
1993	$111.7	$504.2	22.2%
1994	$120.5	$540.1	22.3%
1995	$117.9	$534.1	22.1%
1996	$123.9	$567.8	21.8%
1997	$133.7	$602.3	22.2%
1998	$146.0	$651.3	22.4%
% Change	56.5%	48.4%	

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	$305.6	$1,233.3	24.8%
1992	$303.6	$1,289.3	23.5%
1993	$320.0	$1,307.4	24.5%
1994	$328.3	$1,393.9	23.6%
1995	$333.3	$1,425.5	23.4%
1996	$358.2	$1,425.6	25.1%
1997	$404.4	$1,592.0	25.4%
1998	$415.5	$1,671.0	24.9%
% Change	36.0%	35.5%	

Subsidy per Passenger 1991 – 1998

Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	$9,415.2	7,735.0	$1.22
1992	$9,362.3	7,695.0	$1.22
1993	$9,553.6	7,432.7	$1.29
1994	$10,303.6	7,701.6	$1.34
1995	$10,044.1	7,503.7	$1.34
1996	$9,747.7	7,564.6	$1.29
1997	$9,833.5	7,954.2	$1.24
1998	$11,370.1	8,115.1	$1.40
% Change	20.76%	4.91%	15.11%

Operating Subsidy per Passenger by Urbanized Area Size 1991 – 1998

UZAs with More Than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	$8,127.2	6,827.0	$1.19
1992	$8,022.6	6,771.0	$1.18
1993	$8,137.1	6,512.0	$1.25
1994	$8,755.3	6,779.0	$1.29
1995	$8,492.3	6,596.0	$1.29
1996	$8,288.2	6,688.0	$1.24
1997	$8,230.4	7,030.0	$1.17
1998	$8,542.4	7,172.8	$1.19
% Change	5.11%	5.07%	0.04%

UZAs with Less Than 200,000 Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	$316.5	228.0	$1.39
1992	$344.7	235.0	$1.47
1993	$385.4	235.0	$1.64
1994	$413.0	237.0	$1.74
1995	$416.5	229.0	$1.82
1996	$420.2	236.0	$1.78
1997	$438.0	240.0	$1.83
1998	$476.8	248.3	$1.92
% Change	50.64%	8.91%	38.32%

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	$948.5	679.0	$1.40
1992	$977.4	690.0	$1.42
1993	$1,031.2	686.0	$1.50
1994	$1,135.3	686.0	$1.65
1995	$1,135.4	679.0	$1.67
1996	$1,039.2	640.0	$1.62
1997	$1,165.2	684.0	$1.70
1998	$1,192.3	694.0	$1.72
% Change	25.70%	2.21%	22.99%

Operating Funding Sources by Urbanized Area Size 1991 – 1998

UZAs with More Than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	$5,200.6	$2,312.9	$580.4	$2,719.3	$3,377.7	$14,190.9
1992	$5,297.0	$2,177.0	$572.0	$3,276.4	$2,771.0	$14,093.5
1993	$5,685.3	$2,135.1	$639.1	$3,073.7	$3,283.0	$14,816.2
1994	$6,017.6	$2,625.7	$543.0	$3,161.9	$2,941.6	$15,289.8
1995	$6,027.4	$2,259.8	$509.6	$3,165.3	$3,144.1	$15,106.3
1996	$6,482.5	$2,275.8	$353.3	$3,337.8	$3,154.7	$15,604.0
1997	$6,588.7	$2,415.8	$414.4	$3,153.4	$3,127.9	$15,700.2
1998	$6,715.0	$2,494.2	$220.9	$3,335.6	$3,238.4	$16,004.1
% Change	29.12%	7.84%	-61.94%	22.67%	-4.13%	12.78%

UZAs with More Than 200,000 and Less Than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	$305.6	$271.9	$160.8	$238.0	$324.0	$1,300.3
1992	$303.6	$276.4	$161.7	$205.2	$383.8	$1,330.7
1993	$320.0	$323.5	$167.6	$221.3	$388.8	$1,421.2
1994	$328.3	$345.9	$163.4	$246.8	$419.1	$1,503.8
1995	$333.3	$356.4	$154.8	$252.3	$416.0	$1,512.8
1996	$358.2	$291.8	$109.5	$221.9	$495.8	$1,477.3
1997	$404.4	$341.0	$105.2	$261.2	$517.7	$1,629.4
1998	$415.5	$326.3	$67.0	$317.8	$504.0	$1,630.6
% Change	35.96%	19.99%	-58.34%	33.53%	55.58%	25.40%

Operating Funding Sources by Urbanized Area Size 1991 – 1998 (Continued)

UZAs with Less Than 200,000 Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	$93.3	$42.7	$91.7	$92.2	$132.6	$452.5
1992	$96.7	$42.3	$97.0	$107.2	$140.5	$483.7
1993	$111.7	$23.4	$102.5	$114.6	$168.3	$520.5
1994	$120.5	$17.7	$105.1	$131.9	$176.0	$551.2
1995	$117.9	$20.5	$101.3	$132.9	$182.3	$554.9
1996	$123.9	$28.2	$88.3	$144.1	$187.8	$572.3
1997	$133.7	$30.1	$81.3	$156.3	$200.4	$601.8
1998	$146.0	$91.8	$86.3	$165.8	$163.8	$653.7
% Change	56.48%	115.04%	-5.85%	79.78%	23.50%	44.46%

Operating Funding Sources by Urbanized Area Size

UZAs with More Than 1 Million Population				
	1991		1998	
	Millions	%	Millions	%
Fare Revenues	$5,200.6	36.6%	$6,715.0	42.0%
Other	$2,312.9	16.3%	$2,494.2	15.6%
Federal Assistance	$580.4	4.1%	$220.9	1.4%
State Assistance	$2,719.3	19.2%	$3,335.6	20.8%
Local Assistance	$3,377.7	23.8%	$3,238.4	20.2%
Total	$14,190.9		$16,004.1	

UZAs with More Than 200,000 and Less Than 1 Million Population				
	1991		1998	
	Millions	%	Millions	%
Fare Revenues	$305.6	23.5%	$415.5	25.5%
Other	$271.9	20.9%	$326.3	20.0%
Assistance	$160.8	12.4%	$67.0	4.1%
State Assistance	$238.0	18.3%	$317.8	19.5%
Local Assistance	$324.0	24.9%	$504.0	30.9%
Total	$1,300.3		$1,630.6	

UZAs with Less Than 200,000 Population				
	1991		1998	
	Millions	%	Millions	%
Fare Revenues	$93.3	20.6%	$146.0	22.3%
Other	$42.7	9.4%	$91.8	14.0%
Federal Assistance	$91.7	20.3%	$86.3	13.2%
State Assistance	$92.2	20.4%	$165.8	25.4%
Local Assistance	$132.6	29.3%	$163.8	25.1%
Total	$452.5		$653.7	

Capital Investment in Transit

Federal Share of Total Capital Assistance (Millions) 1991 – 1998

Year	Federal Assistance	Total Capital Assistance	Federal Share (%)
1991	$2,545.0	$5,097.3	49.9%
1992	$2,599.7	$5,282.6	49.2%
1993	$2,383.5	$5,733.6	41.6%
1994	$2,518.1	$5,598.4	45.0%
1995	$3,313.7	$7,008.4	47.3%
1996	$3,506.3	$6,954.9	50.4%
1997	$4,137.5	$7,636.2	54.2%
1998	$4,046.5	$7,777.5	52.0%
% Change	59.0%	52.6%	4.2%

Federal Capital Assistance per Unlinked Passenger Trip 1991 – 1998

Year	Federal Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Assistance per Unlinked Passenger Trip
1991	$2,545.0	7,738.1	$0.33
1992	$2,599.7	7,696.2	$0.34
1993	$2,383.5	7,432.7	$0.32
1994	$2,518.1	7,701.6	$0.33
1995	$3,313.7	7,503.7	$0.44
1996	$3,506.3	7,564.6	$0.46
1997	$4,137.5	7,982.4	$0.52
1998	$4,046.5	8,115.1	$0.50
% Change	59.0%	4.9%	51.6%

Federal Capital Assistance by Urbanized Area Size - 1998

UZAs With More Than 1 Million Population		
	Federal Capital Assistance (Millions)	%
Federal Capital Funds	$3,350.7	48.9%
State Capital Funds	$796.0	11.6%
Local Capital Funds	$851.0	12.4%
Directly Generated Capital Funds	$1,861.2	27.1%
Total Capital Assistance	$6,858.9	

UZAs With More Than 200,000 and Less Than 1 Million Population		
	Federal Capital Assistance (Millions)	%
Federal Capital Funds	$564.5	77.6%
State Capital Funds	$55.1	7.6%
Local Capital Funds	$96.4	13.3%
Directly Generated Capital Funds	$11.4	1.6%
Total Capital Assistance	$727.4	

UZAs With Less Than 200,000 Population		
	Federal Capital Assistance (Millions)	%
Federal Capital Funds	$131.4	68.7%
State Capital Funds	$24.1	12.6%
Local Capital Funds	$21.7	11.4%
Directly Generated Capital Funds	$14.0	7.3%
Total Capital Assistance	$191.3	

Capital Expenditures 1991 – 1998

Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Total (Millions)
1991	$1,632.4	$3,477.8	$5,110.2
1992	$1,221.7	$4,042.3	$5,263.9
1993	$1,554.6	$4,179.3	$5,733.9
1994	$1,251.3	$4,346.9	$5,598.2
1995	$1,751.2	$5,257.0	$7,008.2
1996	$1,757.7	$5,197.2	$6,954.9
1997	$2,237.0	$5,399.1	$7,636.1
1998	$2,461.6	$4,948.9	$7,410.5
% Change	50.8%	42.3%	45.0%

Percent Share of Rolling Stock 1991 – 1998

Year	Percent Share of Rolling Stock	Percent Share of Non-Rolling Stock
1991	31.9%	68.1%
1992	23.2%	76.8%
1993	27.1%	72.9%
1994	22.4%	77.6%
1995	25.0%	75.0%
1996	25.3%	74.7%
1997	29.3%	70.7%
1998	33.2%	66.8%

Percent Share of Non-Rolling Stock by Mode 1992 – 1998

Bus				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	$543.9	$753.4	58.1%	$1,297.3
1993	$742.6	$758.9	50.5%	$1,501.6
1994	$611.9	$736.1	54.6%	$1,348.0
1995	$877.4	$962.6	52.3%	$1,840.0
1996	$947.0	$972.5	50.7%	$1,919.5
1997	$1,145.0	$1,083.0	48.6%	$2,228.0
1998	$1,259.2	$1,106.3	46.8%	$2,365.5
% Change	131.5%	46.8%	-19.5%	82.3%

Commuter Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	$277.5	$881.6	76.1%	$1,159.1
1993	$266.1	$1,379.0	83.8%	$1,645.1
1994	$226.6	$1,159.8	83.7%	$1,386.4
1995	$427.0	$1,262.2	74.7%	$1,689.1
1996	$316.0	$1,374.0	81.3%	$1,690.0
1997	$372.4	$1,445.0	79.5%	$1,817.4
1998	$357.6	$1,044.6	74.5%	$1,402.2
% Change	28.9%	18.5%	-2.1%	21.0%

Percent Share of Non-Rolling Stock by Mode 1992 – 1998 (Continued)

Heavy Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	$260.5	$1,794.6	87.3%	$2,055.1
1993	$409.1	$1,496.1	78.5%	$1,905.2
1994	$212.6	$1,857.4	89.7%	$2,070.1
1995	$253.1	$2,307.4	90.1%	$2,560.5
1996	$178.9	$2,049.1	92.0%	$2,228.0
1997	$298.3	$2,047.8	87.3%	$2,346.1
1998	$444.5	$1,906.2	81.1%	$2,350.8
% Change	70.6%	6.2%	-7.1%	14.4%

Light Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	$68.9	$398.2	85.3%	$467.1
1993	$46.5	$417.8	90.0%	$464.3
1994	$56.4	$465.8	89.2%	$522.3
1995	$70.7	$615.0	89.7%	$685.7
1996	$157.1	$689.6	81.4%	$846.6
1997	$211.6	$661.7	75.8%	$873.2
1998	$207.9	$755.8	78.4%	$963.7
% Change	201.8%	89.8%	-8.0%	106.3%

Bus Fleet

Average Fleet Age (Years) by Vehicle Type 1992 – 1998

Year	Large	Medium	Small	Articulated	Average Bus Fleet Age
1992	8.3	6.8	4.1	9.1	8.3
1993	8.5	6.4	4.0	9.5	8.3
1994	8.7	6.9	4.1	10.1	8.5
1995	8.6	6.8	4.0	10.7	8.4
1996	8.7	6.3	4.0	11.3	8.4
1997	8.5	5.8	3.9	11.7	8.1
1998	8.5	5.8	4.0	11.2	8.0
% Change	1.5%	-15.4%	-3.4%	22.6%	-3.6%

	Large Buses		Medium Buses		Small Buses		Articulated Buses		
Year	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Total
1992	46,761	84.4%	3,235	5.8%	3,680	6.6%	1,698	3.1%	55,374
1993	46,413	83.3%	3,542	6.4%	3,964	7.1%	1,807	3.2%	55,726
1994	46,979	82.4%	3,693	6.5%	4,738	8.3%	1,613	2.8%	57,023
1995	46,355	80.9%	3,879	6.8%	5,372	9.4%	1,716	3.0%	57,322
1996	45,587	79.5%	4,233	7.4%	5,998	10.5%	1,551	2.7%	57,369
1997	45,502	77.2%	5,136	8.7%	6,853	11.6%	1,484	2.5%	58,975
1998	46,188	75.9%	5,929	9.7%	7,147	11.7%	1,566	2.6%	60,830
% Change	-1.23%		83.28%		94.21%		-7.77%		9.85%

Percent of Bus Fleet 5 Years Old or Less 1992 – 1998

Year	Large Buses			
	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	46,763	1.9%	35.3%	67.3%
1993	46,824	1.8%	33.2%	65.9%
1994	46,994	2.4%	32.3%	63.5%
1995	46,355	3.2%	31.9%	64.4%
1996	45,589	3.2%	29.6%	63.1%
1997	45,502	2.8%	31.6%	64.4%
1998	46,188	4.3%	34.0%	64.6%
% Change	-1.2%			

Year	Medium Buses			
	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	3,235	4.7%	45.8%	73.5%
1993	3,598	7.0%	50.1%	74.7%
1994	3,704	2.1%	48.3%	75.7%
1995	3,879	4.7%	50.3%	77.5%
1996	4,233	6.3%	50.5%	82.2%
1997	5,136	11.9%	54.5%	84.3%
1998	5,929	6.2%	54.0%	85.2%
% Change	83.3%			

Year	Small Buses			
	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	3,742	5.4%	69.3%	95.9%
1993	4,060	10.2%	71.6%	94.9%
1994	4,860	8.1%	71.3%	93.8%
1995	5,447	9.7%	70.7%	94.5%
1996	6,076	6.1%	71.4%	94.4%
1997	6,934	8.2%	72.9%	94.9%
1998	7,206	6.7%	74.7%	95.3%
% Change	92.6%			

Fixed Guideway

Fixed Guideway Mileage 1991 – 1998

Year	Bus	Rail Modes
1991	712	7,003
1992	790	7,292
1993	926	7,885
1994	959	8,077
1995	1,030	8,214
1996	1,122	8,506
1997	1,266	8,604
1998	1,406	8,804
% Change	97.4%	25.7%

Alternative Fuel Usage

Percent of National Bus Fleet Using Alternative Fuels 1992 – 1998

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
1992	53,233	699	1.3%
1993	54,020	1,358	2.5%
1994	54,402	1,785	3.3%
1995	54,113	1,931	3.6%
1996	54,055	2,535	4.7%
1997	55,774	3,186	5.7%
1998	58,046	3,425	5.9%
% Change	9.0%	390.0%	

Percentage of Fuel Consumption for Non-Electric Modes

Alternative Fuel	1992		1998	
	Gallons	%	Gallons	%
Diesel	552,924,848.5	97.7%	560,447,510.1	91.7%
Gas	7,230,610.0	1.3%	11,975,695.3	2.0%
CNG	670,109.0	0.12%	28,799,530.0	4.7%
Methanol	1,582,677.0	0.3%	800,130.0	0.1%
LNG	174,115.0	0.03%	3,318,168.0	0.5%
Other	3,096,767.0	0.5%	6,013,004.0	1.0%
Total	565,679,126.5		611,354,037.4	

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